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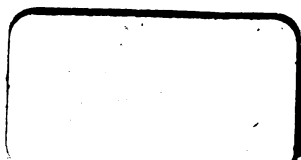
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FROM

*The Commission*







**State of Rhode Island and Providence Plantations**

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TENTH ANNUAL REPORT  
OF THE  
**PUBLIC UTILITIES COMMISSION**

OF THE  
**STATE OF RHODE ISLAND**

FOR THE  
  
YEAR ENDING DECEMBER 31, 1921

MADE TO  
  
HIS EXCELLENCY  
  
**EMERY J. SAN SOUCI**  
**Governor**

OF THE  
  
**STATE OF RHODE ISLAND**

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*7.6.1923*

# REPORT

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*To His Excellency Emery J. San Souci, Governor of the State of Rhode Island.*

SIR:—Complying with the provisions of Section 9 of Chapter 795 of the Public Laws of Rhode Island, the Public Utilities Commission presents its tenth annual report.

## COMPLAINTS.

One formal complaint was filed against a utility during the year 1921, namely, Qualified Electors of Westerly, R. I., Horace E. Burdick, Treasurer Watch Hill Fire District, *et als*, *vs.* Westerly Light and Power Company. This complaint was brought by the qualified electors through a vote of the Watch Hill Fire District against the utility and set forth that the charge for electricity to the Summer residents of that district is exorbitant and unwarranted, etc. A Notice of Investigation was issued and upon motion of both the petitioners and respondents, who desired to confer among themselves, the matter was postponed, pending the result of the negotiations between themselves, the whole matter to be reviewed later by the Commission for its consideration.

## COMPLAINTS PENDING.

Town Councils of the Towns of Bristol and Warren *vs.* Bristol and Warren Water Works. The same course was followed as outlined above.

City of Newport, Board of Aldermen *vs.* Newport Gas Light Company. The Commission is waiting for petitioners to arrange for continuance of hearings.

Town Council of Jamestown *vs.* Jamestown Water Company. Same disposition.



## INFORMAL COMPLAINTS.

These complaints reach the Commission in various ways, usually over the telephone, verbally to the Commission or its Agent, or by letter. It is the practice of the Commission to handle them promptly on receipt of same, and an adjustment is usually made immediately, if it is possible to do so. In any event the complainant does not as a rule have to wait but a short time before his complaint is settled. These complaints cover a wide range of subjects and each one is handled as the occasion may require.

## REORGANIZATION OF STREET RAILWAY SYSTEM.

The reorganization of the street railway system formerly operated by The Rhode Island Company, which began with the appointment of a temporary receiver for that company on the 30th day of January, 1919, has been completed during the past year. All the trolley lines formerly operated by The Rhode Island Company (except the Sea View line and the line of the Providence & Danielson Railway Company west of the village of North Scituate in the Town of Scituate, which were sold by their owners and scrapped by the purchasers) are now consolidated in and operated by the United Electric Railways Company. That company now operates 348.927 miles of track, serving and connecting all the most important centres of population and industry in Providence, Bristol and Kent Counties. It owns a power house, car barns, machine shops, rolling stock and all other necessary accessories of a complete street railway system. Its total capitalization (including \$1,000,000 for new money for rehabilitation, not yet expended), represented by bonds and stock authorized by this Commission as required by the company's charter, is \$22,323,000—or under \$64,000 per mile. This capitalization cannot be increased without the approval of this Commission. The average rate of interest on its bonded indebtedness now authorized is 4.82 per cent. The charter limits dividends on the stock to 6 per cent. per annum, but provides that a deficiency in any year may be made up in subsequent years.

The properties of the United Traction and Electric System (Union Railroad Company, Pawtucket Street Railway Company,

Rhode Island Suburban Railway Company and Providence Cable Tramway Company) passed into the possession of the United Electric Railways Company, July 9, 1921; the Woonsocket system (formerly Providence & Burrillville Street Railway Company, Woonsocket Street Railway Company and Columbian Street Railway Company) on August 20th, 1921; and finally, the Providence & Danielson lines to North Scituate and Chepachet on October 22, 1921.

This reorganization was effected through receiverships, foreclosures and other legal proceedings in the courts of this State. It was made possible by the earnest co-operation of representatives of the leading financial institutions of the State, who served on committees of the holders of the various securities of the old companies and in other ways gave a public spirited assistance. Successive steps in the reorganization were submitted to and approved by the Attorney General of the State, the Public Utilities Commission and other State officials. The General Assembly gave its assistance by relieving the new company from the excessive State and municipal franchise taxes and other burdens which had been largely instrumental in bringing the old companies to ruin. The report of the Special Commission for the Investigation of the Affairs of The Rhode Island Company, made to the General Assembly in 1918, and the public discussion of the subject which followed, seemed to have borne fruit in the conviction that the maintenance of the trolley system was essential to the welfare of the State, that no substitute was available if its destruction by oppressive taxation and irresponsible competition was permitted, and that the State, in the interest of its citizens, must co-operate in every possible way to preserve its trolley roads and enable them to render a more efficient public service.

The charter under which the roads are now consolidated and operated was granted to the United Electric Railways Company by the General Assembly at its January Session, A. D. 1919. As the reorganization plans developed, amendments were found desirable, and these, with certain legislation relieving the new company from franchise taxes and other burdens, were enacted at the January Session of 1920. The charter in its final form and the Legislature of 1920 places the corporation and all its operations under the full and ex-

clusive control of the Public Utilities Commission. The charter provides that no issue of stocks or bonds shall be valid until the amount and purposes of such issue are approved by the Commission; limits the amount of securities which the new corporation may be authorized to issue to acquire the properties of the former companies; and provides for a directorate of nine persons, two of whom are to be appointed by the Governor by and with the advice and consent of the Senate, and one by the Mayor of the City of Providence. The public interest would thus seem to be fully safeguarded, both through the control over the corporation by the Public Utilities Commission and the participation of directors representing the city and the State in the conduct of all of the company's affairs. The company was required by its charter to obtain, before it could acquire any of the properties of the old companies, a guaranty of new cash capital to the amount of \$1,000,000 to be used in the rehabilitation of the properties so acquired. This guaranty has been underwritten without compensation by three of the strongest financial institutions in the State.

The capitalization of the United Electric Railways Company as heretofore authorized by this Commission, with the dates of authorization, the amount of securities authorized, and the purposes for which they were to be used, are as follows:

## BONDS.

|                     |                  |   |   |
|---------------------|------------------|---|---|
| 1921.               |                  |   |   |
| June 22             | \$1,999,200..... | Prior Lien Mortgage 25-year<br>4% Gold Bonds, Series B.                 | Acquisition of properties of R.<br>I. Suburban Ry. Co. and<br>its constituent companies,<br>and properties of the Union<br>Railroad Co., Pawtucket<br>Street Ry. Co. and Prov.<br>Cable Tramway Co. |
| June 22             | 8,100,000.....   | General and Refunding Mort-<br>gage 30-year 5% Gold Bonds,<br>Series A. | Same purpose.   |
| June 22             | 2,499,000.....   | General and Refunding Mort-<br>gage 30-year 4% Gold Bonds,<br>Series B. | Same purpose.   |
| June 22             | 1,000,000.....   | Prior Lien Mortgage, 25-year<br>7% Gold Bonds, Series A.                | Cash for rehabilitation of<br>properties.   |
| Oct. 25             | 350,000.....     | General and Refunding Mort-<br>gage 30-year 5% Gold Bonds,<br>Series A. | Acquisition of properties of<br>The R. I. Co., formerly<br>Prov. & Burrillville Street<br>Ry. Co., Woonsocket Street<br>Ry. Co. and Columbian<br>Street Ry. Co.                                     |
| Oct. 25             | 90,000.....      | General and Refunding Mort-<br>gage 30-year 5% Gold<br>Bonds, Series A. | Acquisition of properties of<br>Providence & Danielson Ry.<br>Co. (Scituate and Chepachet<br>Lines).  |
| <u>\$14,038,200</u> |                  |   |   |

## COMMON CAPITAL STOCK.

|                    |           |   |
|--------------------|-----------|---|
| 1921               |           |   |
| Feb. 16,           | \$5,000   | Organization stock for cash.  |
| June 22,           | 7,999,800 | Acquisition of properties of R. I. Suburban Railway<br>Co. and its constituent companies, and the prop-<br>erties of the Union Railroad Co., Pawtucket Street<br>Ry. Co., and Prov. Cable Tramway Co. |
| Oct. 25,           | 250,000   | Acquisition of properties of The Rhode Island Co.<br>(formerly Prov. & Burrillville Street Ry. Co.,<br>Woonsocket Street Ry. Co. and Columbian Street<br>Ry. Co.).                                    |
| Oct. 25,           | 30,000    | Acquisition of properties of Prov. & Danielson Rail-<br>way Co. (Scituate and Chepachet lines).   |
| <u>\$8,284,800</u> |           |   |

## SUMMARY OF CAPITALIZATION.

|                                |              |              |
|--------------------------------|--------------|--------------|
| Bonds . . . . .                | \$14,038,200 |              |
| Common capital stock . . . . . | 8,284,800    |              |
|                                |              | <hr/>        |
| Total . . . . .                | \$22,323,000 | <hr/>        |
|                                |              | \$22,323,000 |

## DETAILS.

|   |              |              |
|---|--------------|--------------|
| Stocks authorized to be issued for cash . . . . .   | \$5,000      |              |
| Bonds authorized to be issued for cash . . . . .  | 1,000,000    |              |
|   |              | <hr/>        |
| Total for cash . . . . .  | \$1,005,000  |              |
|   |              | <hr/>        |
|   |              | 1,005,000    |
| Bonds issued to acquire old properties . . . . .  | \$13,038,200 |              |
| Stocks issued to acquire old properties . . . . .   | 8,279,800    |              |
|   |              | <hr/>        |
| Total to acquire old properties . . . . .   | \$21,318,000 |              |
|   |              | <hr/>        |
|   |              | 21,318,000   |
| (being \$682,000 less than the \$22,000,000 which<br>charter of the United Electric Railways<br>Company authorized to be issued for the old<br>properties.) |              |              |
|   |              | <hr/>        |
|   |              | \$22,323,000 |

This is a capitalization of 348.927 miles of track with power house, machine shops, car barns, rolling stock and all other necessary accessories at \$63,976 per mile.

This capitalization of the United Electric Railways Company at less than \$64,000 per mile may well be compared with the following figures taken from the Special Report of the Census Bureau on Electrical Industries, printed in 1920 and giving figures as of 1917.

On page 54 of this report, it appears that the average net capitalization of electric railways per mile of track throughout the United States in 1917 was \$111,391, as against \$100,495 in the year 1907.

On page 143 of the same report, the net capitalization per mile of track is given for States. From this it appears that in 1917 the capitalization per mile of track in Massachusetts was \$61,735, as

against \$46,583 in 1907; that the capitalization per mile in Rhode Island in 1917 was \$77,741 per mile, as against \$81,494 in 1907; that the capitalization per mile in Connecticut was \$81,330 in 1917, as against \$84,852 in 1907.

No table has been found in this Special Report of 1917 relating to the capitalization of street railways in different cities; but in the corresponding and much more elaborate publication of the Census Office in 1902, where urban centres are classified in accordance with their population and the net capitalization of urban centres in each group is given, it appears (page 50) that, taking all the groups together, the net capitalization per mile of track was \$92,114; that in urban centres of 500,000 population and over it was \$182,775 and that in urban centres with a population between 100,000 and 500,000 it was \$107,103.

The following paragraph from page 54 of this official publication will be interesting:

"The railways in the great urban centre in northern New Jersey are capitalized at \$220,383 per mile; those of St. Louis, at \$198,647; those of Pittsburgh, at \$185,170; those of Baltimore, at \$182,009; and those of Philadelphia, at \$165,085. These figures contrast strikingly with the capitalization of the railways of Boston and the adjoining municipalities, which amounts to only \$97,353 per mile of track. The capitalization of the Boston lines is indeed less in proportion to the trackage than that of railways in most smaller cities of more than 100,000 population."

In the 32 urban centers listed in this publication, we find Albany with a net capitalization per mile of track of \$120,675; Indianapolis, \$134,191; Los Angeles, \$78,274; Louisville, \$84,506; Milwaukee, \$129,416; Minneapolis, \$115,122; New Orleans, \$122,883; Rochester, \$99,988; Toledo, \$220,643; and Washington, D. C., \$186,416. No one of the 32 urban centers listed had a capitalization as low as \$64,000 per mile, except Memphis. And the Report notes that "the street railways of Memphis were in the hands of a receiver at the time of the census investigation and part of their securities had been wiped out of existence" (page 53).

About nine-tenths of the trackage of United Electric Railways Company is urban, so that Providence and the neighbor-

ing municipalities may be taken to be an urban centre of nearly 500,000 population. Its capitalization per mile of track must be compared with that of urban centres of population between 100,000 and 500,000, or \$107,103 in 1902, or with the urban centre of Boston, \$97,353 in 1902, which is much lower than in other great urban centres. It is but little higher than that for the whole state of Massachusetts, \$61,735 in 1917; it is, indeed, slightly smaller than that for all the New England states, \$64,502 in 1917; and it is much lower than in Rhode Island, in 1907, \$81,494, and considerably lower than in Rhode Island, in 1917, \$77,741.

#### RAILROAD RETURNS.

Annual returns for the year ending December 31, 1920, were received from the same companies as last year, namely:

Boston & Providence Railroad Corporation; The Narragansett Pier Railroad Company; Moshassuck Valley Railroad Company; The New York, New Haven and Hartford Railroad Company; Old Colony Railroad Company; Providence, Warren and Bristol Railroad Company; Providence & Worcester Rail Road Company and the Wood River Branch Railroad Company.

The operating companies are the same as last year, viz.: The New York, New Haven and Hartford Railroad Company, The Narragansett Pier Railroad Company, Moshassuck Valley Railroad Company and the Wood River Branch Railroad Company. The first named operates the Boston & Providence Railroad Corporation, Providence, Warren and Bristol Railroad Company and Providence & Worcester Rail Road Company.

The Narragansett Pier Railroad Company, Moshassuck Valley Railroad Company and the Wood River Branch Railroad Company operate their own lines.

#### CAPITAL STOCK.

The total par value of authorized capital stock of the railroads operating or owning lines within the State remains the same as last year, viz.: \$211,379,400.00.

The four companies reporting a capitalization in excess of \$1,000,000.00 also remain the same.

The New York, New Haven and Hartford Railroad Company, \$157,117,900.00; Boston & Providence Railroad Corporation, \$3,996,000.00; Old Colony Railroad Company, \$22,294,000.00; Providence & Worcester Rail Road Company, \$3,500,000.00.

#### DIVIDENDS.

There has been no change during the year 1920 in the amount of dividends paid and the amount reported, \$2,362,656.00, remains the same as last year.

#### ASSETS.

The total assets reported amounted to \$601,422,777.43: road and equipment, \$298,938,792.07; all other investments, \$226,297,768.00; current assets, \$36,752,322.49; deferred assets, \$29,754,916.59; unadjusted debits, \$9,678,978.28.

Owing to the former operation of the roads by the Government and the return of the roads to their owners and the systems of bookkeeping and transferring of accounts, it has been extremely difficult to make accurate comparisons of the different items, but of the amounts reported, the increases and decreases show as follows: the value of road and equipment this year shows an increase of \$8,835,670.08, and of that amount, The New York, New Haven and Hartford Railroad Company shows an increase of \$8,675,287.03; the Old Colony Railroad Company an increase of \$141,802.52; the Moshassuck Valley Railroad Company an increase of \$4,236.85; The Narragansett Pier Railroad Company an increase of \$20,502.25, and the Providence, Warren and Bristol Railroad Company a decrease of \$6,284.48.

All other investments show a decrease of \$25,712,001.46, and of that amount, The New York, New Haven and Hartford Railroad Company reported a decrease of \$25,693,227.06, and the Moshassuck Valley Railroad Company a decrease of \$45,900.00. The roads reporting increases in all other investments were as follows: Old Colony Railroad Company, \$18,544.60; Providence & Worcester Rail Road Company, \$8,581.00.



The amount of current assets as reported show an increase this year of \$19,006,117.65, and of that amount The New York, New Haven and Hartford Railroad Company reported \$18,993,127.20; the Boston & Providence Railroad Corporation, \$3,591.38; The Narragansett Pier Railroad Company, \$5,912.17; the Old Colony Railroad Company, \$796.52; Providence, Warren and Bristol Railroad Company, \$8,665.19.

Decreases in current assets were reported as follows: The Moshassuck Valley Railroad Company reported \$9,862.22, and the Providence & Worcester Rail Road Company, \$7,520.07.

Deferred assets show an increase of \$5,402,122.93, and of this amount The New York, New Haven and Hartford Railroad Company reported \$5,401,781.35, and the Wood River Branch Railroad Company, \$341.58.

There was an increase in unadjusted debits of \$8,794,468.47; the New York, New Haven and Hartford Railroad Company reporting an increase of \$8,703,707.65; the Wood River Branch Railroad Company, an increase of \$29,569.28; The Narragansett Pier Railroad Company, an increase of \$62,263.60. The Moshassuck Valley Railroad Company reported a decrease of \$1,072.06.

The total assets reported show an increase of \$16,326,329.20. Owing to reasons heretofore mentioned, there is a difficulty in comparing these totals with the amounts reported in the previous year, and reference is hereby made to Table Two in the latter part of this report.

#### LIABILITIES.

The total liabilities reported this year amounted to \$601,422,777.43; of this amount, \$214,565,136.34 which represents the total stock is the same as last year. The total amount reported shows a decrease of \$16,326,329.21.

The total long term debt reported amounted to \$311,364,599.84, which was an increase of \$69,177,840.38 all reported by The New York, New Haven and Hartford Railroad Company.

The current liabilities reported amounted to \$35,419,980.13, a decrease of \$20,986,290.53.

Deferred liabilities reported amounted to \$34,168,869.08, which was a decrease of \$3,778,546.64.

Unadjusted credits reported amounted to \$24,389,496.19, which was an increase of \$5,698,296.93.

Total corporate surplus reported is a deficit of \$28,101,828.89; of that amount, The New York, New Haven and Hartford Railroad Company reported a deficit of \$31,494,348.21; the Wood River Branch Railroad Company a deficit of \$79,313.37 and the Moshassuck Valley Railroad Company a deficit of \$77,626.67.

(See Table Three for further details.)

Decreases in current liabilities were reported as follows: The New York, New Haven and Hartford Railroad Company reported \$21,182,319.28 and the Moshassuck Valley Railroad Company, \$720.37. Increases were reported as follows: Boston & Providence Railroad Corporation reported \$367.50; The Narragansett Pier Railroad Company, \$25,751.63; Old Colony Railroad Company, \$147,784.19, and Providence & Worcester Rail Road Company, \$111.00.

Deferred liabilities reported by the New York, New Haven and Hartford Railroad Company showed a decrease of \$3,778,546.64.

(See Table Three for further details.)

#### OPERATING INCOME.

The total operating revenues reported amounted to \$123,679,-188.41, an increase of \$16,978,225.75; of that amount The New York, New Haven and Hartford Railroad Company reported \$123,-512,310.22; The Narragansett Pier Railroad Company, \$67,831.40; Moshassuck Valley Railroad Company, \$72,939.96; Wood River Branch Railroad Company, \$26,106.83. These amounts were all increases.

The railroad operating expenses reported amounted to \$126,563,-388.74. Increases were reported as follows: Moshassuck Valley Railroad Company, \$98,751.28; The Narragansett Pier Railroad Company, \$83,965.91; The New York, New Haven and Hartford Railroad Company, \$126,346,383.70; Wood River Branch Railroad Company, \$34,287.85.

There was a net deficit of \$2,284,200.33 in the net revenue from railroad operations reported by the following companies: The New York, New Haven and Hartford Railroad Company reported \$2,834,073.48; The Narragansett Pier Railroad Company, \$16,-134.51; Moshassuck Valley Railroad Company, \$25,811.32 and Wood River Branch Railroad Company, \$8,181.02.

Railroad operating income shows a total deficit of \$7,404,681.97 reported as follows: The New York, New Haven and Hartford Railroad Company reported \$7,349,935.25; The Narragansett Pier Railroad Company, \$7,387.60; Moshassuck Valley Railroad Company, \$27,772.80 and the Wood River Branch Railroad Company, \$9,586.32.

(See Table Four for further details.)

Total operating income reported amounted to \$7,404,681.97, which was a deficit reported by the following companies: The New York, New Haven and Hartford Railroad Company, \$7,349,935.25; The Narragansett Pier Railroad Company, \$17,387.60 and the Moshassuck Valley Railroad Company, \$27,772.80.

#### NON-OPERATING INCOME.

The total non-operating income reported amounted to \$4,807,-982.42, which was a decrease of \$5,122,749.70; of this amount the Moshassuck Valley Railroad Company reported \$8,187.45, an increased deficit; Providence & Worcester Rail Road Company, a decrease of \$14.82; Wood River Branch Railroad Company a decrease of \$1,054.64; The Narragansett Pier Railroad Company a decrease of \$935.21; Old Colony Railroad Company an increase of \$1,620.73; Providence, Warren and Bristol Railroad Company an increase of \$3.61; Boston & Providence Railroad Corporation an increase of \$91.63.

The total gross income reported amounted to \$2,596,699.55, same being a deficit, which makes a total deficit compared with figures reported last year of \$22,077,872.16; The Narragansett Pier Railroad Company reported a decreased deficit of \$13,923.20; Wood River Branch Railroad Company a decreased deficit of \$3,705.64 and the Moshassuck Valley Railroad Company an increased deficit of \$25,930.97.

Total deductions from gross income reported amounted to \$7,680,479.86, which was a decrease of \$17,415,529.19.

Total net incomes reported amounted to \$10,277,179.46, which was a deficit, same being an increased deficit of \$15,892,115.90.

(See Table Five for further details.)

#### RAILROAD OPERATING REVENUES.

The total rail line transportation revenues as reported amounted to \$117,881,182.95, which was an increase of \$15,880,507.74; these revenues were divided as follows: freight, \$55,450,748.58; passenger, \$52,300,322.77; all other, \$10,130,011.60. The New York, New Haven and Hartford Railroad Company reported an increased freight revenue of \$6,111,956.30, an increased passenger revenue of \$7,546,576.32 and an increase of \$2,275,549.85 in all other revenue; The Narragansett Pier Railroad Company reported an increase of \$474.78 in freight and a decrease of \$3,426.27 in passenger revenues, also a decrease of \$395.06 in all other revenues; the Moshassuck Valley Railroad Company reported a decrease in freight revenue of \$6,961.18 and an increase in passenger revenue of \$616.59, with an increase in all other revenues of \$2,563.58. The Wood River Branch Railroad Company reported an increase in all other revenues as follows: freight, \$3,304.37; passenger, \$221.81; all other, \$26.65.

The total passenger revenues reported an increase of \$7,543,988.45, of which The New York, New Haven and Hartford Railroad Company reported an increase of \$7,546,576.32; other deductions from this are shown in the preceding paragraph.

The other rail line transportation revenues reported an increase of \$2,278,045.02. The total incidental operating revenues reported amounted to \$4,725,614.49, which was an increase of \$887,741.20, of which The New York, New Haven and Hartford Railroad Company reported an increase of \$887,044.45.

(See Table Six for details.)

The total railroad operating revenues amounted to \$123,665,274.15, which was an increase of \$17,117,276.42; of this amount The New York, New Haven and Hartford Railroad Company reported an increase of \$17,120,154.40; Moshassuck Valley Railroad Company reported a decrease of \$2,649.82; The Narragansett Pier

Railroad Company a decrease of \$4,451.76 and the Wood River Branch Railroad Company an increase of \$4,223.61.

(See Table Six for further details.)

#### RAILROAD OPERATING EXPENSES.

The total railroad operating expenses reported amounted to \$126,539,033.93, which was an increase of \$33,857,131.80; The New York, New Haven and Hartford Railroad Company reported an increase of \$33,873,002.41; the Moshassuck Valley Railroad Company an increase of \$13,586.71; the Wood River Branch Railroad Company a decrease of \$2,758.84; The Narragansett Pier Railroad Company a decrease of \$26,698.48.

The railroad operating expenses were divided as follows: maintenance of ways and structures, \$20,685,671.54; maintenance of equipment, \$30,454,976.71; traffic expenses, \$758,548.23; transportation expenses, \$67,846,353.85; miscellaneous operations, \$2,378,278.75; general, \$4,273,952.96; a net increase was reported for maintenance of ways and structures of \$6,370,013.07; The New York, New Haven and Hartford Railroad Company showed an increase of \$6,374,425.66; the Moshassuck Valley Railroad Company an increase of \$3,578.69; The Narragansett Pier Railroad Company a decrease of \$4,718.91, and the Wood River Branch Railroad Company a decrease of \$3,272.37.

The maintenance of equipment reported was an increase of \$9,043,666.05; The New York, New Haven and Hartford Railroad Company reported an increase of \$9,060,734.17; the Moshassuck Valley Railroad Company a decrease of \$4,955.54; The Narragansett Pier Railroad Company a decrease of \$12,692.88; Wood River Branch Railroad Company an increase of \$580.30.

The total traffic expenses reported was an increase of \$215,798.26; of this amount, \$215,709.07 was reported by The New York, New Haven and Hartford Railroad Company; the Moshassuck Valley Railroad Company reported an increase of \$328.39; The Narragansett Pier Railroad Company an increase of \$60.74, and the Wood River Branch Railroad Company a decrease of \$299.94.

The transportation expenses reported showed an increase of \$16,584,333.37; of this amount The New York, New Haven and

Hartford Railroad Company reported \$16,575,516.76; the Moshassuck Valley Railroad Company, \$14,487.96 and the Wood River Branch Railroad Company, \$3,105.20; all these amounts were increases. The Narragansett Pier Railroad Company reported a decrease of \$8,776.55.

There was an increase in miscellaneous operations of \$522,400.00, all of which was reported by The New York, New Haven and Hartford Railroad Company.

In general expenses there was an increase of \$967,437.64, of which The New York, New Haven and Hartford Railroad Company reported \$970,733.34; the Moshassuck Valley Railroad Company reported an increase of \$147.20; The Narragansett Pier Railroad Company a decrease of \$570.88 and the Wood River Branch Railroad Company a decrease of \$2,872.03.

(See Tables Seven and Eight.)

#### TRAIN MILES.

The total transportation service mileage reported amounted to 20,197,682 miles, an increase of 641,422 miles. The transportation service train mileage was divided as follows: freight, 5,874,727 miles; passenger, 14,868,664 miles; mixed, 91,454 miles; special, 3,837 miles; there was a decrease in freight miles of 29,093 miles; an increase in passenger miles of 674,564 miles; an increase of 458 miles in mixed miles; a decrease of 4,523 miles in special miles.

The New York, New Haven and Hartford Railroad Company reported a decrease in freight mileage of 28,294 miles; the Moshassuck Valley Railroad Company reported a decrease of 48 miles; The Narragansett Pier Railroad Company a decrease of 751 miles.

Passenger mileage showed an increase of 674,564 miles, of which the Moshassuck Valley Railroad Company reported a decrease of 502 miles; The Narragansett Pier Railroad Company reported a decrease of 6,445 miles and The New York, New Haven and Hartford Railroad Company an increase of 681,511 miles.

Mixed mileages reported showed an increase of 618 miles with The New York, New Haven and Hartford Railroad Company and a decrease of 160 miles with the Wood River Branch Railroad Company.

A decrease in special mileage of 4,523 miles was all reported by The New York, New Haven and Hartford Railroad Company.

In the total transportation service mileage increase The New York, New Haven and Hartford Railroad Company reported 649,312 miles; the Moshassuck Valley Railroad Company a decrease of 550 miles; The Narragansett Pier Railroad Company a decrease of 7,180 miles and the Wood River Branch Railroad Company a decrease of 160 miles. A total increase in that class of mileage reported was 641,422 miles.

The total work service mileage reported amounted to 1,482,821 miles, which was an increase of 418,456 miles; the Wood River Branch Railroad Company reported a decrease of 246 miles; the Moshassuck Valley Railroad Company a decrease of 72 miles and The New York, New Haven and Hartford Railroad Company an increase of 418,774 miles.

(See Table Nine.)

#### LOCOMOTIVE MILES.

The total transportation service locomotive mileage reported amounted to 29,645,595 miles, which was an increase of 1,083,214 miles. The New York, New Haven and Hartford Railroad Company reported an increase of 1,084,730 miles; the Moshassuck Valley Railroad Company a decrease of 1,180 miles; The Narragansett Pier Railroad Company a decrease of 7,815 miles and the Wood River Branch Railroad Company a decrease of 336 miles.

The locomotive mileage was divided as follows: freight, 6,597,806 miles; passenger, 15,965,385 miles; mixed, 92,983 miles; special, 4,014 miles; train switching, 947,712 miles; yard switching, 6,037,685 miles; a decrease of 159,187 in freight mileage and an increase of 725,371 in passenger mileage was reported; an increase of 798 in mixed mileage; a decrease of 5,626 in special mileage; a decrease of 96,351 in train switching mileage and an increase of 610,492 in yard switching mileage was reported.

In freight mileage the Moshassuck Valley Railroad Company reported a decrease of 48 miles; The Narragansett Pier Railroad Company a decrease of 1,468 miles; The New York, New Haven and Hartford Railroad Company a decrease of 157,671 miles.

In passenger mileage the Moshassuck Valley Railroad Company reported a decrease of 502 miles; The Narragansett Pier Railroad Company a decrease of 6,365 miles; The New York, New Haven and Hartford Railroad Company an increase of 732,238 miles.

In mixed mileage The Narragansett Pier Railroad Company reported an increase of two miles; The New York, New Haven and Hartford Railroad Company an increase of 1,034 miles and the Wood River Branch Railroad Company a decrease of 238 miles.

In special mileage there was an increase of 16 miles, all of which was reported by The New York, New Haven and Hartford Railroad Company and a decrease of 5,642 miles, all reported by The Narragansett Pier Railroad Company.

In train switching mileage there was a decrease of 96,351 miles, all reported by The New York, New Haven and Hartford Railroad Company. No other decreases or increases were reported in this branch of mileage.

There was a decrease reported in total yard switching mileage of 630 miles, which was reported by the Moshassuck Valley Railroad Company and an increase of 611,122 miles reported by The New York, New Haven and Hartford Railroad Company.

(See Table Ten.)

#### CAR MILES.

The total transportation service car miles reported was 265,076,158 a decrease of 9,106,890 miles. The total work service car mileage reported was 5,756,365 an increase of 1,001,398 miles.

The total transportation service mileage was divided as follows: freight, 174,909,327 miles a decrease of 14,741,334 miles; passenger, 89,354,384 miles an increase of 5,730,430 miles; mixed train, 646,737 miles an increase of 46,055 miles; special train, 65,710 miles a decrease of 49,531 miles. The New York, New Haven and Hartford Railroad Company reported a decrease in freight car miles of 14,733,965 miles; the Moshassuck Valley Railroad Company a decrease of 4,122 miles; The Narragansett Pier Railroad Company a decrease of 3,247 miles.

The New York, New Haven and Hartford Railroad Company reported an increase of 5,742,431 in passenger car miles; The Nar-



ragansett Pier Railroad Company a decrease of 11,899 miles; the Moshassuck Valley Railroad Company a decrease of 502 miles.

In special train miles The New York, New Haven and Hartford Railroad Company reported a decrease of 49,547 miles and The Narragansett Pier Railroad Company an increase of 16 miles.

In work service miles The New York, New Haven and Hartford Railroad Company reported an increase of 1,002,106 miles; The Narragansett Pier Railroad Company a decrease of 134 miles and the Wood River Branch Railroad Company a decrease of 574 miles.

(See Table Eleven.)

#### TONS AND TON MILES.

The total tons of freight reported was 31,102,383 tons, of which 27,821,769 were revenue freight and 3,280,614 were non-revenue freight; in revenue freight a decrease of 237,905 tons was reported and in non-revenue freight an increase of 200,858 tons was reported; a decrease of 37,999 tons was reported in the total freight tons.

The New York, New Haven and Hartford Railroad Company reported an increase of 203,066 tons of non-revenue freight and a decrease of 269,332 tons in revenue freight tons; the Moshassuck Valley Railroad Company reported an increase of 35,519 in revenue freight tons and the Wood River Branch Railroad Company a decrease of 175 in revenue freight tons and a decrease of 952 in non-revenue freight tons; The Narragansett Pier Railroad Company reported a decrease of 3,917 of revenue freight tons and a decrease of 220 in non-revenue freight tons.

The total ton miles reported was 3,023,059,814, of which 2,808,960,752 were revenue and 214,199,062 were non-revenue; there was a decrease of 360,693,496 in ton miles of revenue freight and a decrease of 811,252 ton miles of non-revenue freight, making a net decrease of 361,505,748 in total ton miles.

The New York, New Haven and Hartford Railroad Company reported a decrease of 360,647,135 ton miles of revenue freight and a decrease of 797,443 in non-revenue freight, making a net decrease for that road of 361,444,578 ton miles of total freight; the Moshassuck Valley Railroad Company reported a decrease of 18,962 ton miles of revenue freight; The Narragansett Pier Railroad Company

reported a decrease of 22,863 ton miles of revenue freight and a decrease of 8,097 ton miles of non-revenue freight, total decrease of 31,960 ton miles; Wood River Branch Railroad Company reported a decrease of 4,536 ton miles of revenue freight and a decrease of 5,712 ton miles of non-revenue freight, making a total decrease of 10,248 ton miles.

(See Table Twelve.)

#### PASSENGER SERVICE.

The total revenue passengers carried was 107,076,907, which was an increase of 5,924,183; The New York, New Haven and Hartford Railroad Company reported an increase of 5,909,161; the Moshassuck Valley Railroad Company an increase of 14,868; The Narragansett Pier Railroad Company an increase of 25,581 and the Wood River Branch Railroad Company an increase of 25,735.

The revenue passenger mileage reported amounted to 2,154,517,401½, which was an increase of 129,471,297½; The New York, New Haven and Hartford Railroad Company reported an increase of 129,970,661; the Moshassuck Valley Railroad Company an increase of 29,736; The Narragansett Pier Railroad Company a decrease of 430,344½; the Wood River Branch Railroad Company a decrease of 98,755.

(See Table Thirteen.)

#### EQUIPMENT AND ROAD MILEAGE.

The total locomotives in service was 1,284; an increase of 40 over the previous year was reported by The New York, New Haven and Hartford Railroad Company; 247 of that number were leased and 1,037 were owned.

The total cars in service was 39,428, of which 36,538 were owned and 2,890 were leased. There were 33,338 freight cars owned and 2,069 operated under lease, etc.; passenger cars, 1,790 owned and 749 operated under lease, etc.; company service, 1,410 owned and 72 operated under lease, etc.

(See Table Fourteen.)

The total mileage of all tracks operated as reported amounted to 4,683.41 miles divided as follows: Miles of road, 1,868.98 miles; miles of second track, 765.97 miles; miles of all tracks, 4,246.61 miles.

The total miles of road, single track, reported owned in Rhode Island was 213.57; total operated single track in Rhode Island, 211.12 miles.

(See Table Fifteen.)

#### ELECTRIC RAILWAY RETURNS.

Railway returns were filed by eleven street railway companies, the same number as in the preceding year. In two instances the names are changed, owing to the receivership of Bay State Street Railway Company having been terminated and the property of the receivers of that company with that of Newport & Fall River Street Railway Company having been taken over and operated by the Newport Electric Corporation and Newport County Electric Company. Last year the returns of Bay State Street Railway Company, Receivers were not complete for comparison purposes and this will be somewhat the case through the taking over of that property in this State by the above mentioned companies and the reports filed not containing complete figures for comparison, so in certain instances it will not be possible to make exact comparisons for those reasons.

The street railway companies filing returns with the Commission are as follows: Newport County Electric Company; Newport Electric Corporation; Newport & Providence Railway Co.; Pawtucket Street Railway Company; Providence Cable Tramway Company; Providence and Danielson Railway Company; The Rhode Island Company, Receivers; Rhode Island Suburban Railway Company; Sea View Railroad Company; The Shore Line Electric Railway Company and Union Railroad Company. The non-operating companies filing returns this year are the Providence Cable Tramway Company; Pawtucket Street Railway Company and Newport Electric Corporation (non-operating part of the year).

## SEA VIEW RAILROAD COMPANY.

This Company filed returns for a few weeks of operation during the year when it passed out of existence as an operating or non-operating company and its assets have been sold and the road scrapped. The figures reported by it represent only a short time of operation and this fact will also make a comparison with previous years rather difficult.

## CAPITAL STOCK.

The total par value of capital stock reported amounted to \$28,845,500.00, which was an increase of \$10,000.00; this amount was reported by the Newport County Electric Company. The Newport Electric Corporation reported \$1,200,000.00, which is the same capitalization shown in last year's report by Newport and Fall River Street Railway Company. The total par value outstanding, \$28,836,500.00, remains the same as last year.

## DIVIDENDS.

There were no dividends paid this year by any street railway company in this State. Last year the Newport and Fall River Street Railway Company reported \$71,460.00, but that Company did not file any return this year and no dividends appear in the report.

(See Table Sixteen.)

## ASSETS.

The total assets reported amounted to \$53,104,605.77, which was an increase of \$373,946.67; assets are divided as follows: road and equipment, \$45,880,070.42 a decrease of \$933,728.84; all other assets, \$3,131,391.55 a decrease of \$75,980.93; current assets, \$3,446,674.90 an increase of \$883,495.53. In road and equipment the Newport & Providence Railway Co. reported an increase of \$28,259.30; the Providence and Danielson Railway Company a decrease of \$732,530.14; The Rhode Island Company a decrease of \$252,029.52.

In other investments The Rhode Island Company reported a decrease of \$74,047.40 and The Shore Line Electric Railway Company a decrease of \$1,933.53.

In current assets The Rhode Island Company, Receivers, reported an increase of \$722,730.45; The Shore Line Electric Railway Company an increase of \$71,022.48; Providence and Danielson Railway Company an increase of \$37,526.86; Rhode Island Suburban Railway Company an increase of \$5,990.37. The companies reporting decreases were as follows: Newport & Providence Railway Company, \$25,105.21; Pawtucket Street Railway Company, \$44.95; Union Railroad Company, \$84.47.

No deferred assets were reported this year, which was a decrease of \$42,560.69; this amount was reported last year by the Bay State Street Railway Company.

In unadjusted debits reported this year, the total decrease amounted to \$204,737.42 and of that amount The Rhode Island Company, Receivers reported \$89,234.17, a decrease; The Shore Line Electric Railway Company a decrease of \$115,651.17; Providence and Danielson Railway Company a decrease of \$105.00 and Newport & Providence Railway Company an increase of \$252.92.

The following companies reported increased assets: Newport & Providence Railway Company, \$3,407.01; The Rhode Island Company, Receivers \$307,319.36; Rhode Island Suburban Railway Company, \$5,990.37. The following companies reported decreased assets: The Pawtucket Street Railway, \$44.95; Providence and Danielson Railway Company, \$740,003.28; The Shore Line Electric Railway Company, \$43,802.50.

(See Table Seventeen.)

#### LIABILITIES.

The total liabilities reported amounted to \$53,042,898.34, a net decrease of \$373,595.15. Owing to changes in the companies heretofore mentioned, it is difficult to make a comparison of figures. The total liabilities reported were as follows: Total stock, \$28,845,595.75; long term debt, \$15,001,700.00; current liabilities, \$9,201,868.53; deferred liabilities, \$146,090.39; unadjusted credits,

\$973,013.04. Corporate surplus reported is a total deficit of \$1,896,807.26.

The Rhode Island Company, Receivers reported a decrease of \$600,000.00 in long term debt and the Rhode Island Suburban Railway Company a decrease of \$43,000.00.

The Newport & Providence Railway Company reported a decrease of \$790.79 in current liabilities and The Shore Line Electric Railway Company a decrease of \$36,514.75.

The Rhode Island Company, Receivers reported an increase of \$1,083,426.75 in current liabilities; the Rhode Island Suburban Railway Company an increase of \$43,794.00 and the Sea View Railroad Company an increase of \$61,707.43.

The Shore Line Electric Railway Company reported an increase of \$10,000.00 in deferred liabilities.

The Rhode Island Company, Receivers reported an increase of \$114,829.53 in unadjusted credits; Newport & Providence Railway Company an increase of \$14,544.63 and The Shore Line Electric Railway Company an increase of \$7,308.57.

(See Table Eighteen for further details.)

#### OPERATING INCOME.

The total electric railway operating revenues as reported amounted to \$8,893,875.81 and the total electric railway operating expenses \$7,643,191.11, making a net revenue of electric railway operations of \$1,340,684.70. It is difficult to make a complete analysis of this, for reasons heretofore stated, but in the operating revenues The Rhode Island Company, Receivers reported an increase of \$1,333,371.19; The Shore Line Electric Railway Company a decrease of \$808,699.41 and the Newport & Providence Railway Company a decrease of \$33,651.85.

The Rhode Island Company, Receivers reported an increase in railway operating expenses of \$998,153.41. Decreases in operating expenses are reported by the following companies: Newport & Providence Railway Company, \$26,552.12; The Shore Line Electric Railway Company, \$1,003,206.36.

The Rhode Island Company, Receivers, reported an increase in net revenue from railway operations of \$345,317.78, and the Newport & Providence Railway Company a decrease of \$7,099.73.

The Shore Line Electric Railway Company reported an increased deficit of \$194,506.95.

The net operating revenue reported amounted to \$1,467,202.83; The Rhode Island Company, Receivers reported an increase of \$345,317.78 and The Shore Line Electric Railway Company an increased deficit of \$171,215.63.

(See Table Nineteen.)

#### GROSS INCOME.

The total gross income reported amounted to \$811,027.15 and of this amount \$623,991.28 is operating income and \$178,035.87 non-operating income. The Rhode Island Company, Receivers reported an increase in operating income of \$180,927.04 and a decrease in non-operating income of \$1,841.18. The Shore Line Electric Railway Company reported an increased deficit in operating income of \$174,449.52. -

The Rhode Island Company, Receivers reported an increase of \$179,085.86 in gross income; The Shore Line Electric Railway Company reported an increased deficit of \$173,019.44; Newport & Providence Railway Company a decrease of \$7,782.72.

The Rhode Island Company, Receivers reported a decrease of \$76,179.93 in deductions from gross income; The Shore Line Electric Railway Company reported a decrease of \$327,008.95; Newport & Providence Railway Company a decrease of \$4,155.59; Rhode Island Suburban Railway Company an increase of \$7,904.88 and the Pawtucket Street Railway Company a decrease of \$50.00.

(See Table Twenty.)

#### CAR MILEAGE AND HOURS.

Total car mileage reported amounted to 15,389,450 miles. The Rhode Island Company, Receivers reported an increase of 555,253 miles; The Shore Line Electric Railway Company a decrease of

2,714,618 miles; Newport & Providence Railway Company a decrease of 35,326 miles.

Total car hours reported amounted to 1,772,610 hours; The Shore Line Electric Railway Company reported a decrease 217,577 hours; The Rhode Island Company, Receivers an increase of 61,525 hours; Newport & Providence Railway Company a decrease of 2,011 hours.

#### PASSENGER STATISTICS.

Total revenue passengers carried as reported amounted to 144,216,346. The Rhode Island Company, Receivers reported an increase of 4,588,512 revenue passengers; The Shore Line Electric Railway Company a decrease of 10,715,779; Newport & Providence Railway Company a decrease of 759,230.

Total passengers carried as reported were 144,226,171 and of that amount The Rhode Island Company, Receivers reported an increase of 4,586,289.

Total passenger revenue as reported amounted to \$8,298,460.62. The Rhode Island Company, Receivers reported an increase of \$1,339,314.79.

The average fare of revenue passengers of The Rhode Island Company, Receivers was .05630 cents an increase of .00796 cents.

The average fare per revenue passenger as reported by Newport & Providence Railway Company was .06608 cents an increase of .01646 cents.

(See Table Twenty-one.)

#### REVENUE FROM TRANSPORTATION.

The total revenue from transportation reported amounted to \$8,808,311.11. The Rhode Island Company, Receivers reported an increase of \$1,298,856.43; Newport & Providence Railway Company a decrease of \$15,197.21; The Shore Line Electric Company a decrease of \$794,964.08.

The revenue from transportation per car mile as reported by The Rhode Island Company, Receivers showed a decrease of .07102



cents; Newport & Providence Railway Company a decrease of .00030 cents; The Shore Line Electric Railway Company an increase of .6587 cents.

The Rhode Island Company, Receivers reported 5.00860 cents in operating revenue per car hour; this was an increase of .63002 cents. Newport & Providence Railway Company reported 3.66235 cents, which was a decrease of .29425 cents.

Total revenue from other railway operations amounted to \$135,-588.69 an increase of \$34,614.17 reported by The Rhode Island Company, Receivers; Newport & Providence Railway Company reported an increase of \$8.68 and The Shore Line Electric Railway Company a decrease of \$13,735.33.

(See Tables Twenty-two and Twenty-three.)

#### ROAD MILEAGE.

The total miles of road reported by companies operating within the State was as follows: miles of road owned, 178,702 miles; miles of road operated, 309.612 miles; total of all tracks owned, 190.573 miles; total miles of all tracks operated, 309.333 miles; single track owned in Rhode Island, 70.313 miles; single track operated, not owned, 228.19 miles. The Rhode Island Company, Receivers reported a decrease in miles of road operated of 92.821 miles and The Shore Line Electric Railway Company a decrease of 99.37 miles.

(See Table Twenty-four.)

#### ACCIDENTS.

There is an increase in the total number of accidents reported of 377, the total number this year being 1560. Some of this increase is undoubtedly due to the fact that several of the utilities have not previously reported minor accidents, so-called.

An analysis of these reports discloses the following facts: 34 persons killed and 1751 injured, an increase of 15 killed and 43 injured.

The railroads reported 741 accidents, an increase of 297. In these accidents 16 persons were killed, an increase of 6 and 738 injured, an increase of 280.

The railways reported 612 accidents, an increase of 87 and in these accidents 15 persons were killed, an increase of 7 and 808 injured, an increase of 169.

Other utilities reported 207 accidents, a decrease of 7 and in these accidents three persons were killed and 205 injured.

The following table shows the percentage of persons killed by railroads, railways and other utilities to the total number killed, the percentage of persons injured by these three classes of utilities to the total number injured and the percentage of killed and injured to the total number killed and injured:

|                           | Killed. | Injured. | Killed<br>and<br>Injured. |
|---------------------------|---------|----------|---------------------------|
| Railroads . . . . .       | 47.06   | 42.15    | 42.24                     |
| Railways . . . . .        | 44.12   | 46.15    | 46.11                     |
| Other Utilities . . . . . | 8.82    | 11.70    | 11.65                     |
| Totals . . . . .          | 100.00  | 100.00   | 100.00                    |

A further analysis and classification of all the accidents is provided in Table Number 25 in the appendix.

#### PERCENTAGE OF PASSENGERS, EMPLOYEES, ETC.

The percentage of passengers, employees, highway travellers, trespassers and other persons killed and injured to the total number of casualties reported by all classes of utilities during the year is shown by the following table:

|                                 | Killed. | Injured. | Total. |
|---------------------------------|---------|----------|--------|
| Passengers . . . . .            | 5.88    | 33.46    | 32.94  |
| Persons under agreement.....    |         | .06      | .06    |
| Employees . . . . .             | 17.65   | 51.68    | 51.04  |
| Employees off duty.....         |         | .29      | .28    |
| Highway Travellers . . . . .    | 41.18   | 13.02    | 13.55  |
| Other Non-Trespassers . . . . . |         | .92      | .90    |
| Trespassers . . . . .           | 35.29   | .57      | 1.23   |
| Totals . . . . .                | 100.00  | 100.00   | 100.00 |

#### UTILITIES REPORTING ACCIDENTS.

The various utilities reported accidents as follows: American Railway Express Company, six; Blackstone Valley Gas and Electric

Company, Pawtucket Division, 13; Blackstone Valley Gas and Electric Company, Woonsocket Division, 30; Bristol County Gas and Electric Company, one; Narragansett Electric Lighting Company, 137; The New York, New Haven and Hartford Railroad Company, 741; Providence Gas Company, one; Providence Telephone Company, one; The Rhode Island Company, Receivers, 592; Shore Line Electric Railway Company, one; Newport and Providence Railway Company, two; Newport County Electric Company, 17; Westerly Light and Power Company, 14; Western Union Telegraph Company, one; Wakefield Water Company, one.

#### RAILROAD ACCIDENTS.

Table Number 25 in the appendix shows the total number of railroad accidents and classification of same. All of these accidents were reported by The New York, New Haven and Hartford Railroad Company.

#### CHARACTER OF ACCIDENTS.

A comparison of the number of persons killed, classified by the character of accidents with the previous year, is as follows:

|                                     | No.  | Increase. | Decrease. |
|-------------------------------------|------|-----------|-----------|
| Collision .....                     | None | ..        | ..        |
| Derailment .....                    | 1    | 1         | ..        |
| Overhead or side obstruction.....   | 1    | 1         | ..        |
| Falling .....                       | None | ..        | 1         |
| Walking on or crossing track.....   | 12   | 5         | ..        |
| Getting on or off moving train..... | 1    | 1         | ..        |
| Working on track.....               | 1    | ..        | ..        |
| Coupling .....                      | None | ..        | 1         |

The classification of character of accidents of injured compared with the previous year is as follows:

|   | No. | Increase. | Decrease. |
|---|-----|-----------|-----------|
| Collision .....                         | 36  | 24        | ..        |
| Derailment .....                        | 12  | ..        | 3         |
| Overhead or side obstruction.....       | 4   | ..        | 14        |
| Falling .....                           | 100 | 44        | ..        |
| Walking on or crossing track.....       | 14  | 6         | ..        |
| Getting on or off moving train.....     | 14  | 5         | ..        |
| Getting on or off stationary train..... | 7   | 2         | ..        |

|                        |     |     |    |
|------------------------|-----|-----|----|
| Working on track ..... | 57  | 30  | .. |
| Coupling .....         | 11  | 3   | .. |
| Unclassified .....     | 488 | 188 | .. |

## PASSENGERS.

One passenger was reported killed same as preceding year, the character of the accident being getting on or off moving train.

The total number of passengers injured was 90, which was an increase of 34 as compared with the number reported last year. The character of accidents in which passengers were injured is as follows:

|   | No.  | Increase. | Decrease. |
|---|------|-----------|-----------|
| Collision .....                         | 9    | 9         | ..        |
| Falling .....                           | 28   | 19        | ..        |
| Walking on or crossing track.....       | None | ..        | 1         |
| Getting on or off moving train.....     | 11   | 9         | ..        |
| Getting on or off stationary train..... | 6    | 4         | ..        |
| Unclassified .....                      | 36   | 12        | ..        |

## PERSONS CARRIED UNDER AGREEMENT.

One person carried under agreement or contract, a decrease of one was reported injured. The character of this accident was falling.

No persons in this class were reported killed, same as previous year.

## EMPLOYEES.

The total number of employees killed while on duty during the year was three, a decrease of one, and the number of injured 618, an increase of 248.

No employees not on duty were reported killed, same as preceding year and two, a decrease of two, were reported injured.

Classification of service of the employees killed while on duty was as follows:

|                           | No.  | Increase. | Decrease. |
|---------------------------|------|-----------|-----------|
| Trainmen .....            | 2    | 1         | ..        |
| Yard Trainmen .....       | None | ..        | 2         |
| Trackmen, Bridgemen ..... | None | ..        | 1         |

The classification of service of the employees injured while on duty was as follows:

|                                      | No. | Increase. | Decrease. |
|--------------------------------------|-----|-----------|-----------|
| Trainmen .....                       | 87  | 16        | ..        |
| Yard Trainmen (Switching Crews)..... | 33  | 21        | ..        |
| Trainmen in Yards.....               | 29  | ..        | 13        |
| Trackmen, Bridgemen .....            | 78  | 30        | ..        |
| Other Employees .....                | 391 | 198       | ..        |

The number of employees killed while on duty classified according to the character of accidents was as follows:

|                                   | No.  | Increase. | Decrease. |
|-----------------------------------|------|-----------|-----------|
| Overhead or side obstruction..... | 1    | 1         | ..        |
| Working on track .....            | 1    | ..        | ..        |
| Derailment .....                  | 1    | 1         | ..        |
| Walking on or crossing track..... | None | ..        | 1         |
| Coupling .....                    | None | ..        | 2         |

The number of employees injured while on duty classified according to the character of accidents was as follows:

|   | No. | Increase. | Decrease. |
|---|-----|-----------|-----------|
| Collision .....                         | 21  | 14        | ..        |
| Derailment .....                        | 12  | 12        | ..        |
| Overhead or side obstruction.....       | 2   | ..        | 14        |
| Falling .....                           | 70  | 26        | ..        |
| Walking on or crossing track.....       | 11  | 8         | ..        |
| Getting on or off moving train.....     | 1   | ..        | 5         |
| Getting on or off stationary train..... | 1   | ..        | 2         |
| Working on track.....                   | 56  | 29        | ..        |
| Coupling .....                          | 11  | 4         | ..        |
| Unclassified .....                      | 115 | ..        | 143       |

The classification of the character of accidents of injured employees not on duty was as follows:

|                    | No.  | Increase. | Decrease. |
|--------------------|------|-----------|-----------|
| Coupling .....     | 1    | 1         | ..        |
| Unclassified ..... | 1    | ..        | 2         |
| Falling .....      | None | ..        | 1         |

#### HIGHWAY TRAVELLERS.

There were no highway travellers reported killed, same as in the preceding year, and the number reported injured was nine, an in-

crease of three. Of those injured, the following gives the location:

|                            | No. | Increase. | Decrease. |
|----------------------------|-----|-----------|-----------|
| Protected Crossing .....   | 6   | 3         | ..        |
| Unprotected Crossing ..... | 2   | 1         | ..        |
| Other Locations .....      | 1   | ..        | ..        |

#### NON-TRESPASSERS NOT HIGHWAY TRAVELLERS.

There were no persons in this class reported killed, the same as last year and 10 injured a decrease of 5. The character of these accidents is as follows:

|                                     | No.  | Increase. | Decrease. |
|-------------------------------------|------|-----------|-----------|
| Walking on or crossing track.....   | 1    | ..        | ..        |
| Getting on or off moving train..... | 1    | ..        | ..        |
| Coupling .....                      | None | ..        | 1         |
| Unclassified .....                  | 8    | ..        | 4         |

#### TRESPASSERS.

Twelve trespassers were reported killed an increase of seven and eight were reported injured an increase of three. The character of the accidents of those killed was as follows:

|                                   | No.                   | Increase. | Decrease. |
|-----------------------------------|-----------------------|-----------|-----------|
| Walking on or crossing track..... | 12, increase of seven |           |           |

The character of the accidents of those injured was as follows:

|                                   |                      |
|-----------------------------------|----------------------|
| Walking on or crossing track..... | 2, same as last year |
| Falling .....                     | 1, same as last year |
| Unclassified .....                | 3, increase of one   |
| Overhead or side obstruction..... | 1, increase of one   |

#### RAILWAY ACCIDENTS.

Table Number 25 in the appendix shows the total number of railway accidents and classification of same. Of the total number of railway accidents, The Rhode Island Company, Receivers reported 592; The Shore Line Electric Railway Company, one; Newport and Providence Railway Company, two; Newport County Electric Company, 17.

In the accident reported by The Shore Line Electric Railway Company, there was one injury; in each of the accidents reported by the

Newport and Providence Railway Company, there was one injury. In the 17 reported by the Newport County Electric Company, there was one accident in which there was one killed and one injured; ten accidents in which 17 persons were injured; one in which two were injured; two in which three were injured; one in which four were injured; one in which eight were injured; one in which 17 were injured.

In the accidents reported by The Rhode Island Company, Receivers the following table shows the proportion of killed and injured in each accident:

| 524 accidents in which one person injured |   |   |   |             |   |
|---|---|---|---|-------------|---|
| 38  | " | " | " | two persons | " |
| 15  | " | " | " | three       | " |
| 7   | " | " | " | four        | " |
| 2   | " | " | " | five        | " |
| 2   | " | " | " | six         | " |
| 1   | " | " | " | seven       | " |
| 1   | " | " | " | eight       | " |
| 1   | " | " | " | 14          | " |
| 1   | " | " | " | 46          | " |

Of the total number of accidents reported, the following shows the number according to location:

|                             |      |                |     |
|-----------------------------|------|----------------|-----|
| Highways .....              | 567  | an increase of | 102 |
| Other locations .....       | 42   | a decrease of  | 15  |
| Protected crossings .....   | 4    | an increase of | 4   |
| Unprotected crossings ..... | None | a decrease of  | 2   |
| Private crossings .....     | None | a decrease of  | 2   |

The character of accidents was as follows:

|                                       | No.  | Increase. | Decrease. |
|---------------------------------------|------|-----------|-----------|
| Collision with street railways.....   | 16   | 7         | ..        |
| Collision with vehicles.....          | 126  | 17        | ..        |
| Derailment .....                      | 15   | ..        | 4         |
| Overhead or side obstruction.....     | 6    | ..        | ..        |
| Falling .....                         | 63   | 23        | ..        |
| Walking on or crossing track.....     | 26   | ..        | 11        |
| Getting on or off moving car.....     | 94   | ..        | 9         |
| Getting on or off stationary car..... | 119  | 33        | ..        |
| Working on track.....                 | 3    | ..        | 2         |
| Coupling .....                        | None | ..        | 1         |
| Unclassified .....                    | 105  | 5         | ..        |

## PERCENTAGE OF PASSENGERS, EMPLOYEES, ETC.

The percentage of passengers, employees, highway travellers, other non-trespassers and trespassers killed and injured of the total number of casualties is shown by the following table:

|                             |        |        |        |
|-----------------------------|--------|--------|--------|
| Passengers .....            | 6.67   | 61.39  | 60.39  |
| Employees .....             | .....  | 12.01  | 11.79  |
| Employees off duty.....     | .....  | .37    | .37    |
| Highway Travellers .....    | 93.33  | 25.86  | 27.09  |
| Other Non-Trespassers ..... | .....  | .12    | .12    |
| Trespassers .....           | .....  | .25    | .25    |
| Totals.....                 | 100.00 | 100.00 | 100.00 |

## PASSENGERS.

One passenger was reported killed an increase of one over last year, the character of the accident being a collision with vehicle.

The number of passengers injured classified according to the character of accidents was as follows:

|                                       | No. | Increase. | Decrease. |
|---------------------------------------|-----|-----------|-----------|
| Collision with street railway.....    | 92  | 72        | ..        |
| Collision with vehicles.....          | 27  | 15        | ..        |
| Derailment .....                      | 41  | ..        | 9         |
| Overhead or side obstruction.....     | 3   | ..        | ..        |
| Falling .....                         | 50  | 25        | ..        |
| Getting on or off moving car.....     | 95  | ..        | 16        |
| Getting on or off stationary car..... | 121 | 40        | ..        |
| Unclassified .....                    | 67  | 22        | ..        |

## EMPLOYEES.

The classification of the character of service of the employees killed and injured on duty compared with the number in the preceding year was as follows:

No employees killed, as compared with one motorman killed last year.

|                              | No. | Increase. | Decrease. |
|------------------------------|-----|-----------|-----------|
| Motormen .....               | 24  | 2         | ..        |
| Conductors .....             | 43  | 10        | ..        |
| Power station employees..... | 1   | ..        | 5         |
| Car house and shopmen.....   | 19  | 2         | ..        |



|                             |   |    |    |
|-----------------------------|---|----|----|
| Trackmen .....              | 4 | .. | 4  |
| Linemen .....               | 1 | .. | 1  |
| Other employees .....       | 5 | .. | 8  |
| Employees not on duty ..... | 3 | 3  | .. |

Classified according to the character of accidents and compared with the number in the preceding year, the number of employees injured was as follows:

|                                       | No.  | Increase. | Decrease. |
|---------------------------------------|------|-----------|-----------|
| Collision with street railway.....    | 4    | 3         | ..        |
| Collision with vehicles.....          | 8    | 3         | ..        |
| Derailment .....                      | 5    | 2         | ..        |
| Falling .....                         | 20   | 8         | ..        |
| Getting on or off moving car.....     | None | ..        | 1         |
| Getting on or off stationary car..... | 4    | ..        | 1         |
| Unclassified .....                    | 52   | ..        | 11        |
| Overhead or side obstruction.....     | 3    | ..        | 11        |
| Working on track.....                 | 3    | ..        | 3.        |
| Walking on or crossing track.....     | 1    | ..        | ..        |
| Coupling .....                        | None | ..        | 1         |

#### HIGHWAY TRAVELLERS.

The number of highway travellers killed classified according to the character of accidents was as follows:

|                                   | No. | Increase. | Decrease. |
|-----------------------------------|-----|-----------|-----------|
| Walking on or crossing track..... | 8   | 5         | ..        |
| Collision with vehicles.....      | 4   | ..        | ..        |
| Unclassified .....                | 2   | 1         | ..        |

The number of highway travellers injured classified according to the character of accidents was as follows:

|                                    | No.  | Increase. | Decrease. |
|------------------------------------|------|-----------|-----------|
| Collision with vehicles.....       | 155  | 16        | ..        |
| Falling .....                      | 3    | 3         | ..        |
| Walking on or crossing track.....  | 19   | ..        | 15        |
| Unclassified .....                 | 32   | 22        | ..        |
| Collision with street railway..... | None | ..        | 4         |

There was one person other than trespasser injured, a decrease of two.

## TRESPASSERS.

Two trespassers were reported injured a decrease of one, the character of one being walking on or crossing track and one unclassified. No trespassers were killed, the same as the preceding year.

## CHARACTER OF ACCIDENTS.

The number of persons killed according to the class of accidents was as follows:

|                                   | No. | Increase. | Decrease. |
|-----------------------------------|-----|-----------|-----------|
| Collision with vehicles.....      | 5   | 1         | ..        |
| Walking on or crossing track..... | 8   | 5         | ..        |
| Unclassified .....                | 2   | 1         | ..        |

The number of persons injured according to the class of accidents was as follows:

|                                       | No. | Increase. | Decrease. |
|---------------------------------------|-----|-----------|-----------|
| Collision with street railway.....    | 96  | 70        | ..        |
| Collision with vehicles.....          | 190 | 22        | ..        |
| Derailment .....                      | 46  | ..        | 3         |
| Overhead or side obstruction.....     | 6   | ..        | ..        |
| Falling .....                         | 73  | 34        | ..        |
| Walking on or crossing track.....     | 21  | ..        | 15        |
| Getting on or off moving car.....     | 95  | ..        | 18        |
| Getting on or off stationary car..... | 121 | 35        | ..        |
| Working on track.....                 | 3   | ..        | 3         |
| Unclassified .....                    | 153 | ..        | 26        |

There were 25 "running board" accidents an increase of three. Twenty-five persons were injured in these accidents an increase of three, ten being passengers a decrease of two and 15 being employees on duty an increase of five.

There were ten controller accidents a decrease of three and in these accidents 22 persons were reported injured an increase of nine. Of these injured 18 were passengers an increase of 11 and four were employees on duty a decrease of two.

## OTHER UTILITY ACCIDENTS.

Table Number 25 in the appendix shows the total number of accidents reported by other utilities and classification of same.

## CHARACTER OF ACCIDENTS.

The number of persons killed classified according to the class of accidents was as follows:

|                       | No. | Increase. | Decrease. |
|-----------------------|-----|-----------|-----------|
| Electrification ..... | 3   | 2         | ..        |

The number of persons injured classified according to the class of accidents was as follows:

|                               | No.  | Increase. | Decrease. |
|-------------------------------|------|-----------|-----------|
| Falling .....                 | 1    | ..        | 32        |
| Struck by falling object..... | 1    | ..        | 32        |
| Burning .....                 | 14   | ..        | 3         |
| Unclassified .....            | 181  | 55        | ..        |
| Electrification .....         | 4    | 1         | ..        |
| Collisions .....              | 6    | 3         | ..        |
| Gas inhalation .....          | None | ..        | 1         |

## CLASSIFICATION OF KILLED AND INJURED.

## INJURED.

|  | No.  | Increase. | Decrease. |
|--|------|-----------|-----------|
| Power station employees.....           | 17   | 1         | ..        |
| Gas plant employees.....               | 10   | 2         | ..        |
| Gas distribution system employees..... | None | ..        | 5         |
| Linemen .....                          | 37   | 1         | ..        |
| Other employees .....                  | 126  | ..        | 11        |
| Highway travellers .....               | 10   | 3         | ..        |
| Other non-trespassers .....            | 5    | ..        | ..        |
| Killed . . . . .                       | None | ..        | ..        |

## OPINIONS AND DECISIONS.

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|   |   |         |
|---|---|---------|
| CITY COUNCIL OF PROVIDENCE                | } | No. 51. |
| <i>vs.</i><br>THE PROVIDENCE GAS COMPANY. |   |         |
| CITY COUNCIL OF CRANSTON                  | } | No. 52. |
| <i>vs.</i><br>THE PROVIDENCE GAS COMPANY. |   |         |
| FRANK J. RIVELLI ET ALS.                  | } | No. 53. |
| <i>vs.</i><br>THE PROVIDENCE GAS COMPANY. |   |         |

This was an investigation by the Commission upon the complaints of the City Council of Providence, the City Council of Cranston and Frank J. Rivelli and twenty-five qualified electors of Providence against the Providence Gas Company.

The cases were heard jointly by agreement of the parties.

Hearings were held on the seventh, eighth, thirteenth, fourteenth, fifteenth, sixteenth and twenty-second days of July, A. D. 1920.

The following appearances were made:

For the City of Providence, Elmer S. Chace, Esq., City Solicitor. For the City of Cranston, Frank H. Wildes, Esq., City Solicitor. For himself and twenty-five qualified electors of the City of Providence, Frank J. Rivelli, Esq.. For the Town of East Providence, A. Truman Patterson, Esq., Town Solicitor.

The schedule of rates under attack was filed by the Company with the Commission on April 14, 1920 to become effective May 17, 1920 and was accompanied by the following explanatory letter:

"PROVIDENCE GAS COMPANY  
Incorporated 1847  
Turks Head Building

Charles H. Manchester,  
President.

Providence, R. I., April 14, 1920.

PUBLIC UTILITIES COMMISSION,  
State House,  
Providence, R. I.

GENTLEMEN :—

We file herewith Schedule No. 14, cancelling R. I. P. U. C. Nos. 4 and 12 and Schedule No. 13, cancelling R. I. P. U. C. No. 11.

Since our present schedules of rates became effective there has been an alarming increase in the price of coal and a very substantial rise in wages. Recently the supply of gas oil has almost totally failed, due principally to the fact that the refineries are further refining the substance formerly sold as gas oil to satisfy the tremendous demand for gasoline and lubricating oils. This failure in the supply of gas oil results in a very grave situation, which threatens the supply of gas in many cities and towns throughout the country.

Our present schedules were filed in the summer of 1918 and were based on the cost of materials and labor in May of that year. At that time gas coal cost us \$7.29 per net ton; in the year 1919 it averaged \$7.32 per net ton; it now costs \$9.30. Wages have increased from time to time since our present rates became effective, the last change alone, which was in the month of March of this year, increasing the cost of manufacture by  $2\frac{1}{2}$ c. per thousand feet of gas. Our taxes are 64% higher than they were in 1918. In 1918 our gas oil cost 8.5c. per gallon; in 1919 it averaged 6.6c.; during a few months in 1919 it fell to 5.7c.; today even poor gas oil costs us  $15\frac{1}{2}$ c. per gallon, and this on a scale based on mid-continent oil at \$3.50 per barrel, with every prospect that this sliding scale will increase the actual cost above  $15\frac{1}{2}$ c. On our present basis of production we are far short of our requirements for the year, and there is very grave doubt as to our ability to buy additional oil at any price.

As your Commission is well aware, we have now two model gas making plants: First, our coke oven plant for use when oil is expensive and coal is available at reasonable prices; second, an up-to-date water gas plant, which we can run to capacity by using oil as an enricher when that commodity is cheap and coal is unduly high in price. No plant, however, can be devised to produce low-priced gas when both coal and oil are held at the present unprecedented prices.

The cost to us of manufacturing gas is dependent in a large measure upon the price of coal, oil and wages. The recent and unusual increase in the cost of these items renders it imperative for us to revise our schedule of rates.

Because of the fact that oil is unattainable at any price in sufficient quantities to enable us to continue the manufacture of gas at the present arbitrary Standard of 580 B.t.u. we have found it necessary to base the proposed schedules on an average monthly Standard of 510 B.t.u., which we believe is economical to consumer and producer.

Again, instead of materially increasing the flat rate cost per thousand cubic feet of gas to the consumer, we have deemed it far more equitable and less burdensome to the general public to substitute a service charge of Six Dollars per year per meter, payable monthly, in accordance with the established and growing practice of public utilities and commercial business in general. It will also be noticed that we have eliminated the minimum charge.

Because of the unusual conditions surrounding the gas industry our stockholders waived their dividends entirely for six months and for a period of one and one-quarter years have received but 4%. They have shown their willingness to bear their reasonable share of the burden of costs, but they now feel that provision must be made to meet the present cost of manufacture and the expense of maintaining a plant in readiness to serve the public.

Respectfully submitted,

(Signed) C. H. MANCHESTER,

President."

The Company presented evidence to show that the additional revenue requirements which it contended for could be secured by the application of either the rate filed or by flat increase of fifteen cents per M cubic feet in the old schedule. It was stated that the former alternative was chosen by the Company in order that a more equitable treatment of the several classes of consumers might be had, and that it might be better able to retain its industrial consumers and to secure new consumers of the latter class.

A comparison of the old rate, the proposed new rate and a rate applying a flat increase of fifteen cents per M cubic feet to the steps of the old rate and indicating its effects upon the consumers of different amounts was presented in Exhibits five and six as follows:

## EXHIBIT No. 5.

| Old Rate.               | Net.   | New Rate.                 | Net.   | First                   | 5,000..... | \$1.45 |
|-------------------------|--------|---------------------------|--------|-------------------------|------------|--------|
| First 5,000 Cu. ft....  | \$1.30 | First 10,000 Cu. ft....   | \$1.25 | Next 5,000.....         | 1.38       |        |
| Next 5,000 " " ..       | 1.23   | Next 90,000 " " ..        | 1.15   | " 40,000.....           | 1.32       |        |
| " 40,000 " " ..         | 1.17   | Over 100,000 " " ..       | 1.05   | " 75,000.....           | 1.25       |        |
| " 75,000 " " ..         | 1.10   | Service Charge \$6.00 per |        | " 125,000.....          | 1.19       |        |
| Over 125,000 " " ..     | 1.04   | year, Payable Monthly.    |        | Minimum Charge 50c. per |            |        |
| Minimum Charge 50c. per |        | No Service Charge.        |        | Month.                  |            |        |
| Month.                  |        |                           |        |                         |            |        |

## EXHIBIT No. 6.

| (1)<br>Cu. Ft.<br>Per Month. | (2)<br>Old Rate. | (3)<br>New Rate. | (4)<br>No Service Charge. |
|------------------------------|------------------|------------------|---------------------------|
| 1,000.....                   | 1.30             | .....1.75        | .....1.45                 |
| 2,000.....                   | 1.30             | .....1.50        | .....1.45                 |
| 3,000.....                   | 1.30             | .....1.41 2-3    | .....1.45                 |
| 4,000.....                   | 1.30             | .....1.37 1-2    | .....1.45                 |
| 5,000.....                   | 1.30             | .....1.35        | .....1.45                 |
| 6,000.....                   | 1.28 5-6         | .....1.33 1-3    | .....1.43 5-6             |
| 7,000.....                   | 1.28             | .....1.32 1-7    | .....1.43                 |
| 8,000.....                   | 1.27 3-8         | .....1.31 1-2    | .....1.42 3-8             |
| 9,000.....                   | 1.26 8-9         | .....1.30 5-9    | .....1.41 8-9             |
| 10,000.....                  | 1.26 1-2         | .....1.30        | .....1.41 1-2             |
| 20,000.....                  | 1.21 3-4         | .....1.22 1-2    | .....1.36 3-4             |
| 30,000.....                  | 1.20 1-6         | .....1.20        | .....1.35 1-6             |
| 40,000.....                  | 1.19 2-5         | .....1.18 3-4    | .....1.34 3-8             |
| 50,000.....                  | 1.18 9-10        | .....1.18        | .....1.33 9-10            |
| 60,000.....                  | 1.17 5-12        | .....1.17 1-2    | .....1.32 5-12            |
| 70,000.....                  | 1.16 5-14        | .....1.17 1-7    | .....1.31 5-14            |
| 80,000.....                  | 1.15 9-16        | .....1.16 7-8    | .....1.30 9-16            |
| 90,000.....                  | 1.13 15-18       | .....1.16 2-3    | .....1.29 17-18           |
| 100,000.....                 | 1.14 9-20        | .....1.16 1-2    | .....1.29 9-20            |
| 200,000.....                 | 1.09 49-50       | .....1.10 3-4    | .....1.24 9-40            |
| 500,000.....                 | 1.06 39-10000    | .....1.17 3-10   | .....1.21 9-100           |
| 1,000,000.....               | 1.05 1-50        | .....1.06 3-20   | .....1.20 9-200           |

Column 2—Old Rate.

Column 3—Present Rate with Service Charge.

Column 4—Same steps as old rate, with a level increase, per thousand feet to yield approximately same income as present rate.

The complainants in substance charge: (1) That the proposed rates are unreasonable and unjustly discriminatory; (2) That the service charge is illegal, unreasonable and unjustly discriminatory; (3) That the reduction of standard from 580 B. t. u. to 510 B. t. u. is unreasonable.

The Company presented its testimony through Mr. Charles H. Manchester, its president and Mr. Frederick C. Freeman, its engineer.

The monthly detailed statements of manufacturing costs of the Company since 1917 were presented in evidence, but offered little assistance in the determination of the proper rate, because of the radically changed conditions that confronted the Company because of the increased costs of its materials and labor. The situation from the standpoint of the Company is best presented in Exhibit No. 1 as presented by Mr. Manchester and explained by Mr. Freeman.

"Exhibit No. 1.

COMPARISON OF GAS COSTS PER M.

|   | Actual<br>1919<br>580 B.t.u.  | Estimated<br>1920<br>510 B.t.u. |
|---|-------------------------------|---------------------------------|
| Holder Cost .....   | 60.90c                        | 56.59c                          |
| Commercial<br>General Expense }<br>New Business<br>Distribution } | 22.2                          | 23.25                           |
| Unaccounted for .....   | 5.5                           | 4.75                            |
| Strike .....  | 3.8                           | 0.00                            |
| Taxes .....   | 9.2                           | 10.50                           |
|   | <hr/> 101.6                   | <hr/> 95.09                     |
| Interest on Notes.....  | 9.6                           | 10.34                           |
| Depreciation .....  | 1.3 (only \$25,100 set aside) | 6.50                            |
| Dividends .....   | 15.0—=4%                      | 27.28—=8%                       |
|   | <hr/> 127.5 cents             | <hr/> 139.2 cents               |
|   | Will receive for Gas          |                                 |
| Received for Gas.....   | 126.8 cents                   | 139.3 cents                     |

STUDY OF THE COST OF MANUFACTURING AND DISTRIBUTING 510  
B.T.U. GAS IN PROVIDENCE, APRIL 14, 1920.

It is planned to run the coke ovens at a constant rate of 600 tons of coal per day which will produce an average of 3600 M cubic feet per day of coal gas for delivery to the city. The remaining gas to take care of the demand will be carburetted water gas. It is estimated that the mixed gas to city will average 54% coal gas and 46% carburetted water gas.

The B.t.u. of the mixed gas will be:

54% coal gas at 580 B.t.u.=313 B.t.u.

46% water gas at 429 B.t.u.=197 B.t.u.

510 B.t.u.



From August 1, 1919, to January 31, 1920 (6 months) coal was carbonized at the rate of 454 tons per day average. Each ton of coal produced 6260 cubic feet of surplus gas corrected to 580 B.t.u. per cubic foot. The material and labor of operation to carbonize one ton of coal during this period averaged \$1.832. This conversion cost per ton of coal includes the following items: (It does not include the operating cost for coke handling) steam, coal, handling labor, oven labor, general labor, manufacturing salaries, purification labor, purification expense, expense works labor and material, repairs works labor and material, repairs oven labor and material, power, reserve for reclining ovens. (It does not include labor increase at Plant on March 21, 1920.)

For the same items it is estimated that the conversion cost per ton of coal will be \$1.766. (This does not include labor increase at Plant on March 21, 1920.)

During the year 1919 the coal used in ovens cost \$7.32 per ton, while on basis of contracts made for 1920 coal will cost \$9.30 per ton in pile at Gas Company's storage.

Coke is sold by the Company as follows:

75% in railroad car shipments to foundries, domestic coal dealers, industrial plants and gas works.

13% in street vehicles to local manufacturers as foundries, smelters and bakers.

10% in street vehicles delivered to domestic consumers.

1% to local peddlers.

1% to local paper bag trade.

Such coke has sold for from \$5.50 per ton average February, 1919, to \$8.00 per ton February, 1920. For the future period coke is averaged at a selling price of \$11.50.

From Company records the labor and repairs in plant for handling coke and the labor, repairs and material delivering coke from the plant, plus selling organization, clerks and advertisement averaged \$1.70 per ton of coke.

One ton of coal will produce 6260 cubic feet of 580 B.t.u. gas, 1260 pounds of run-of-oven, egg, stove, nut and pea salable coke, 140 pounds of breeze, 10 gallons of coal tar and 5.9 pounds of ammonia.

The cost per 1000 cubic feet of 580 B.t.u. coal gas in holders will be as follows:

## DEBIT ITEMS.

|   |          |
|---|----------|
| One ton of gas coal.....                    | 9.30     |
| Converting cost of one ton of gas coal..... | 1.766    |
|   | <hr/>    |
|   | \$11.066 |

## CREDIT ITEMS.

|      |  |          |
|------|--|----------|
| 1260 | salable coke selling price \$11.50 per ton less \$1.70 per ton coke expense, net \$9.80 per ton..... | \$6.174  |
| 140  | breeze at \$5.00, price at which steam plants has been charged in steam costs .....                  | .35      |
| 10   | gallons tar at 5c, contract price.....   | .50      |
| 5.9  | ammonia at 8¼, contract price.....   | .486     |
|      |  | <hr/>    |
|      |  | \$7.510  |
|      | Debit Items .....  | \$11.066 |
|      | Credit Items .....   | 7.510    |

Expense ..... \$3.556 per 1 ton coal

As 6260 cubic feet of gas will be produced per ton of coal:  
 $\$3.556 = 56.8\text{c}$  per M cubic feet of 580 B.t.u. coal gas

6260

(Coal gas cost 71.9c per M for year 1919.)

From August 1, 1919 to January 31, 1921 (6 months) on an average daily production of 3630 M cubic feet of carburetted water gas, 580 B.t.u. gas was produced with 3.4 gallons of oil, 34.75 generator fuel at an operating expense of 14.58c per M for the following items: steam, manufacturing labor, generator house labor, manufacturing salaries, purification labor and expense, expense works labor and materials, repairs works labor and materials and power. For a production in 1920 of 3000 M cubic feet water gas average per day it is estimated these items will average 15.58c per M.

The cost of 580 B.t.u. carburetted water gas in 1920 would be for coke at \$9.80 per ton, credit rate allowed in coal gas and oil contract at 15½c per gallon.

|                               |          |       |
|-------------------------------|----------|-------|
| Cost of generator fuel 34.75  | x \$9.80 |       |
|                               |          | <hr/> |
|                               |          | 12.52 |
|                               |          | 2000  |
| Oil, 3.4 gallons at 15½c..... |          | 52.70 |

|   |       |
|---|-------|
| Steam, mfg, labor, expenses, repairs,<br>etc. (above).....      | 15.58 |
|   | <hr/> |
|   | 80.80 |
| .4 gal. tar credit at 3c, price charged<br>to steam plant ..... | 1.20  |
|   | <hr/> |
| 580 B.t.u. gas.....   | 79.60 |

To produce 429 B.t.u. water gas in 1920 necessary to mix with 580 B.t.u. coal gas to yield 510 B.t.u. mixed gas would require 1.46 gallons of oil as compared with 3.4 gallons per M for 580 B.t.u. water gas and 1.177 times as much steam and generator fuel as the 580 B.t.u. water gas, because of the less amount of oil used per M, and accordingly less oil gas made per M of 429 B.t.u. water gas.

#### 429 B.T.U. WATER GAS WOULD COST PER M IN 1920.

|  |        |
|--|--------|
| Cost of generator fuel 1.177 x 12.52c cost of fuel for 580 B.t.u. water<br>gas .....                               | 14.75c |
| Oil, 1.46 gallons at 15.5c.....  | 22.63c |
| Steam (1.177 times that for 580 B.t.u. gas), mfg. labor, expense, repairs,<br>etc. (15.58 for 580 B.t.u. gas)..... | 16.29c |
|  | <hr/>  |
|  | 53.67c |
| Tar Credit 1.46 gal. x 1.2c  |        |
|  | <hr/>  |
|  | .56c   |
| 3.4 gal.   |        |
|  | <hr/>  |
| 429 B.t.u. water gas.....  | 53.11c |

On March 21, 1920 the Company gave a general increase at the Sassafraz Point Works totaling, \$36,000 per year, or 1.5c per M, which has not been provided for in the above given items of cost.

|  |                        |
|--|------------------------|
| Holder Cost of 510 B.t.u. mixed gas 1920 |                        |
| 429 B.t.u. water gas 53.11c x 46% =      | 24.42c per M           |
| 580 B.t.u. coal gas 56.8c x 54% =        | 30.67c per M           |
|  | <hr/>                  |
|  | 55.09c per M.          |
| Add wage increase March 21, 1920..       | 1.5c per M             |
|  | <hr/>                  |
| 510 B.t.u. mixed gas.....                | 56.59c per M           |
| 1919 coal gas                            | 71.9c per M 580 B.t.u. |
| 1919 water gas                           | 51.1c per M 580 B.t.u. |
| 1919 mixed gas                           | 61c per M 580 B.t.u.   |

During the year 1919 the send out was 2,183,000 M cubic feet measured at 60 F., 30" mercury absolute pressure, while sales were

2,000,000 M cubic feet at temperature and pressure of consumers' meters (55 F., 30" mercury, 7" water column pressure).

Unaccounted for  $183,000 \text{ M} = 8.4\%$

2,183,000 M

Holder Cost 510 B.t.u. mixed gas 56.59c per M.

Unaccounted for gas  $56.59c \times 8.4\% = 4.75c$ .

The average distribution costs from August 1, 1919 to January 31, 1920 was 10.07c per M. On March 21, 1920 an increase in wage was made in the Distribution Department amounting to .612c per M. Therefore, coming distribution costs will be at least 10.68c per M.

The average costs from August 1, 1919 to January 31, 1920 were as follows:

|                       |             |
|-----------------------|-------------|
| Commercial .....      | 7.71c per M |
| General Expense ..... | 3.58c per M |
| New business .....    | 1.28c per M |

Taxes for year 1920 estimated at 10.5c per M.

#### BURNER COST 510 B.T.U. MIXED GAS, EXCLUDING INTEREST AND DEPRECIATION.

|                                 |              |
|---------------------------------|--------------|
| Holder cost 510 B.t.u. gas..... | 56.59c per M |
| Distribution cost .....         | 10.68c per M |
| Commercial expenses .....       | 7.71c per M  |
| General Expense .....           | 3.58c per M  |
| New business .....              | 1.28c per M  |
| Taxes . . . . .                 | 10.50c per M |
| Unaccounted for gas .....       | 4.75c per M  |
|                                 | <hr/>        |
|                                 | 95.09c per M |

The interest on floating indebtedness, notes loans for coal and oil stocks, improvements to be made, meter depositors, less interest received for bank depositors and mortgages is 10.34c per M.

Depreciation at  $6\frac{1}{2}c$  per M.

Total burner cost 510 B.t.u. mixed gas excluding dividends:

|                             |               |
|-----------------------------|---------------|
| Burner cost (as above)..... | 95.09c per M  |
| Interest . . . . .          | 10.34c per M  |
| Depreciation . . . . .      | 6.5c per M    |
|                             | <hr/>         |
|                             | 111.93c per M |

Capital at \$7,500,000 earning 8% = \$600,000 per year.  
Sales at 2,200,000 M.

\$600,000  
-----=27.27c per M  
2,200,000

Total burner average cost including dividends at 8%:  
Burner cost excluding dividends..... 111.93c  
Dividends ..... 27.27c

139.20c

#### RECEIPTS ON PROPOSED RATES.

|   |                                      |             |
|---|--------------------------------------|-------------|
| First   | 10 M cubic feet at \$1.25, 80% ..... | \$2,166,750 |
| Next  | 90 M cubic feet at 1.15, 12% .....   | 295,320     |
| Excess  | 100 M cubic feet at 1.05, 7% .....   | 157,290     |
| Bristol County Gas & Electric Company, 60,000 M at 75.1c..... |                                      | 45,060      |

\$2,664,420

66,800 consumers at \$6 year service charge..... 400,800

\$3,065,220

#### COST OF GAS.

2,200,000 M cubic feet at \$1.392.....\$3,062.400"

#### EFFICIENCY OF THE PLANT.

The evidence shows that the Company has excellent facilities for the manufacture of its product.

The new coke oven plant has proven successful in operation and such minor difficulties as have appeared are being overcome. It has a maximum daily capacity of about 7,000,000 cu. ft.

The water gas plant is one of the newest and most efficient in the country. It has three units and with two units in operation a maximum daily capacity of 6,000,000 cu. ft.

The principal factors in the manufacturing cost of gas are the cost of materials and labor and in the case of the coal gas plant, the price at which the principal by-product, the coke, can be disposed of.

These factors were each carefully considered and we are fully convinced that the best business judgment possible under the circumstances has been exercised by the Company, both in its purchase of materials and in its sale of by-products. It should be remembered in this connection that the Company has to be insured of a constant supply of materials in order to be in a position to maintain a continuous supply of gas to the community.

The management of the Company appears to be excellent. Both the President, Mr. Charles H. Manchester and the Engineer, Mr. Frederick C. Freeman appeared as witnesses and indicated by their testimony that they were familiar with their duties and well equipped to administer the affairs of the Company.

#### NEED OF ADDITIONAL REVENUE.

The evidence shows that additional revenue is necessary for the proper conduct of the Company.

The surplus of the Company December 31, 1916 was \$359,000.

#### "PROVIDENCE GAS COMPANY.

##### *Earnings, Depreciation, Surplus.*

|  |               |
|--|---------------|
| Surplus December 31, 1916.....                       | \$359,370.65  |
| <i>Year ending December 31, 1917.</i>                |               |
| Profits applicable to depreciation and dividends.... | \$506,428.41  |
| Depreciation .....                                   | 132,000.00    |
|  | <hr/>         |
|  | \$374,428.41  |
| Dividend 8% on \$6,300,000.....                      | 504,000.00    |
|  | <hr/>         |
| Deficit made up from surplus.....                    | 129,571.49    |
|  | <hr/>         |
| Surplus December 31, 1917.....                       | \$229,799.16  |
| <i>Year Ending December 31, 1918.</i>                |               |
| Profits applicable to depreciation and dividends.... | \$111,406.62  |
| Dividends 4% on \$6,300,000.....                     | 252,000.00    |
|  | <hr/>         |
| Deficit made up from surplus.....                    | 140,593.38    |
|  | <hr/>         |
| Surplus December 31, 1918.....                       | \$89,205.78   |
| <i>Year Ending December 31, 1919.</i>                |               |
| Profits applicable to depreciation and dividends.... | \$325,964.16  |
| Depreciation . . . . .                               | 26,118.66     |
|  | <hr/>         |
|  | \$299,847.40  |
| Dividend 4% .....                                    | 299,847.40    |
|  | <hr/>         |
|  | \$89,205.78   |
| Received from U. S. Government on account            |               |
| Toluol Plant .....                                   | 24,205.78     |
| Sale of Real Estate at prices above book value....   | 6,059.16      |
|  | <hr/>         |
| Surplus December 31, 1919.....                       | \$119,960.82" |

## (Exhibit 12)

For the years 1917, 1918 and 1919, if proper depreciation allowances had been set aside and the eight per cent dividend had been paid, the losses of the Company for these years would have been as follows:

## CALENDAR.

| Year. | Depreciation. | Dividends.   | Total.       | Profits.     | Loss.        |
|-------|---------------|--------------|--------------|--------------|--------------|
| 1917  | \$132,000     | \$504,000 00 | \$636,000 00 | \$506,428 41 | \$129,571 59 |
| 1918  | 132,000       | 504,000 00   | 636,000 00   | 111,406 62   | 524,593 48   |
| 1919  | 132,000       | 599,694 80   | 731,694 80   | 325,964 10   | 405,730 64   |

The rates as filed are estimated to secure to the Company an increase in the average price received for gas from \$1.268 to \$1.393, or an increase of .125 cents per M.C.F. They include the application of a service charge of fifty cents per month to each of the approximately 66,800 consumers.

Mr. Freeman estimated that the manufacturing costs can be reduced from \$1.016 to .9509 cents, or a decrease of .0651 cents per M.C.F. This is based upon the estimated costs of gas materials and labor to which he has testified. The standard is reduced from 580 B. t. u. to 510 B. t. u.

This Company must be permitted

- (1) Sufficient revenue to cover its operating costs.
- (2) To pay its taxes.
- (3) To set aside a sufficient sum as a reserve for accrued depreciation.
- (4) To maintain a proper dividend upon its capital stock where such stock is fully represented by value of its property used and useful in the performance of its functions as a public utility.

It becomes at once apparent that the failure to earn sufficient to cover all of the above items, means that depreciation or dividends, or both, must suffer.

The consumers of the utility have a direct interest in the maintenance of proper depreciation and dividends. The former safeguards the efficiency of the plant, and the latter enables the utility

to maintain its credit, and have available at reasonable interest or dividend rates the new capital that is constantly required to extend and develop its service to meet the requirements of the community.

At the request of the Commission there was presented by the Company a list of the additions and improvements proposed by the Company that would require financing in the near future.

### "PROVIDENCE GAS COMPANY.

#### FINANCIAL NEEDS.

|  |               |
|--|---------------|
| 1—Pipe line to return unpurified gas to ovens.....                                     | \$4,750.00    |
| 2—Revivification system on coal gas purifiers.....                                     | 7,500.00      |
| 3—Changes to flow of gas thru purifiers to increase capacity of<br>purifiers . . . . . | 8,800.00      |
| 4—Roads at plant . . . . .   | 15,000.00     |
| 5—Additional railroad tracks at plant.....   | 8,000.00      |
| 6—Improvements to boiler house and telfers.....  | 5,000.00      |
| 7—Changes in boiler fuel storage system.....   | 5,000.00      |
| 8—Additional coal handling apparatus.....  | 200,000.00    |
| 9—Changes and completion of producer gas plant.....                                    | 60,000.00     |
| 10—Pipe system to connect coal gas and water gas purifiers.....                        | 24,000.00     |
| 11—Change electric lighting plant from 250 v. to 125 v.....                            | 2,000.00      |
| 12—Salt water pumps for condenser system.....  | 12,000.00     |
| 13—Additional locomotive at plant.....   | 7,500.00      |
| 14—Exhaust steam heating system for No. 18 holder.....                                 | 6,000.00      |
| 15—Pit for boiler blow off.....  | 1,000.00      |
| 16—Averaging test meters and 10 ft. holders.....                                       | 2,500.00      |
| 17—New Oxide conveyers for coal gas purifiers.....                                     | 3,500.00      |
| 18—Extend coal belt A.....   | 2,000.00      |
| 19—Coke chute for loading foundry coke into cars.....                                  | 5,000.00      |
| 20—Ash handling system . . . . .   | 10,000.00     |
| 21—Concrete pipe tunnels at plant.....   | 18,000.00     |
| 22—29-inch main on India and Tockwotton Sts. to feet, East<br>Providence . . . . .     | 40,000.00     |
| 23—New motors for No. 11 holder.....   | 1,500.00      |
| 24—16-inch main on Elmwood Ave. south from Park Ave.....                               | 28,000.00     |
| 25—Naphthalene washer . . . . .  | 25,000.00     |
|  | <hr/>         |
|  | \$502,050.00" |



## (Exhibit 11.)

## FAIR VALUE.

In previous investigations the Commission has found that the fair value of the property of the Providence Gas Company at least equalled the par value of the capital stock outstanding, and we will follow a similar course in the present matter.

The capital stock outstanding amounted to \$7,500,000.

## RATE OF RETURN.

In previous investigations a rate of eight per cent has been determined as reasonable for this utility. If justified then it is even more so under the present conditions of the money market.

Such a rate of return was not considered unreasonable by the City of Providence for its franchise contract subsisting with this Company for a period of twenty years and expiring August 8, 1912, contained the following paragraph:

"That said party of the second part will during the term aforesaid after paying said special tax and after paying dividends of stockholders at the rate of eight per centum per annum upon the amount of capital stock actually paid in, and after making reasonable and prudent provision for the maintenance and extension of their plant, and the carrying on of their business, apply the balance of the net earnings of said corporation to the reduction of the price of gas to consumers from time to time during said term of twenty years."

The Company has no underlying bonds and until recently had secured no legislative authority to issue bonds. It has now secured that right, and has expressed the intention to exercise it when an improvement in the general financial conditions makes possible and advisable.

## SERVICE CHARGE.

It is not the function of this Commission to fix the rates of forms of rate schedules for a utility, excepting when, after hearing and investigation, existing rates are found to be unreasonable, insuffi-

cient, or unjustly discriminatory, or to be preferential or otherwise in violation of the provision of the Public Utilities Act.

(Public Laws, Chapter 795, Section 21.)

The Company has therefore the exclusive right to propose its system of rates.

The testimony shows that the Company was entitled to an increased rate and to increased revenue in an amount equal to what would be produced by the application of the service charge.

Is the application of a service charge unlawful or unreasonable?

It was contended that the application of a service charge is prohibited by the provisions of the General Laws:

"Every person or corporation who shall wilfully collect of any person or persons a larger sum for gas or water than appears to be due on inspection of the meter put in to regulate and register the same, or who shall wilfully furnish a meter that shall not correctly register the quantity of gas or water so consumed, shall be fined not exceeding five hundred dollars."

(General Laws, 1909, Chapter 345, Section 53.)

The Commission is of the opinion that the above statutory provision has no application to the proposed service charge, which is merely designed to cover the portion of the costs incurred by the Company in furnishing service to the particular customer, which are incurred on his account alone, and which are a constant burden of expense on the Company whether or not he uses any gas through his meter.

The character of such items of cost was indicated in Exhibit No. 15.

"A Few of the Items which May Properly Be Included in a  
'Service Charge.'

*Investment in Service Pipe and Meter.*

This is for the exclusive use of the individual consumer—The expense continues whether gas is used or not. It includes cost of meter, pipe, stop cocks, fittings, excavating and back filling trench, resurfacing street and sidewalk, transportation and labor—as follows:

|                                      |             |
|--------------------------------------|-------------|
| Interest on investment per year..... | \$2.40      |
| Depreciation per year .....          | .40         |
| Taxes per year .....                 | .50         |
|                                      | —————\$3.30 |

*Commercial Expense.*

|   |        |
|---|--------|
| Reading meters, delivering bills, collecting bills, and proportion of office expense, applicable to each consumer regardless of whether gas is consumed or not..... | 2.54   |
|   | <hr/>  |
|   | \$5.84 |

*Distribution Expense.*

|   |         |
|---|---------|
| Repairs Meters, setting and removing meters, repairs services, answering complaints, etc..... | 2.41    |
|   | <hr/>   |
|   | \$8.25" |

The determination of the amount to which the utility is entitled is but a part of the duty devolving upon the Commission.

It then becomes necessary to determine whether the proposed system of rates and charges will fairly and equitably apportion the expense among the several classes of consumers. It is not the function of the Commission in this case to make up a rate schedule but rather to determine whether the rate schedule established by the Company and now under attack is just and reasonable.

The Company's engineer has made analysis of the costs of carrying on the Company, independent of the actual manufacturing cost of the gas itself delivered in the holders for distribution.

This is contained in Exhibits Numbers two and four, and represents the extreme application of the service charge principle.

Mr. Freeman has very ably summarized the position of the Company in his statement contained in the latter exhibit:

"It may be said at the outset that the 50c per month so-called service charge is but an arbitrary rate. The cost of service to consumers using less than an average of 3 M.C.F. per month will be more than the above rate will produce, but it is recognized that the form of rate is a step in the right direction with the hope that ultimately a more equitable rate may be established, in which the service charge will be higher and the price for gas used less.

It is to be expected that those consumers who have been paying far less than they should will protest against a service charge rate. They have been paying less than they should ever since the gas industry was established. It is a fair statement that not one of them realizes that this is so. So it is no wonder that they will complain when they are requested to pay a little more toward their fair share of costs.

Policy and equity are opposed, but eventually if the gas industry is to survive there must be but one result, and that is,—Rates without Discrimination—Fair to All.

The future growth of the gas industry probably lies in the industrial field. If this class of gas business is forced to carry the cost burden for the small domestic consumer, the gas industry cannot hope to compete with electricity and with other fuels. It is a self-evident fact that the electric industry does not burden the large user for the benefit of the small one. Witness the range in its rates.

The ideal rate is one where all would pay alike for gas used, irrespective of quantity, whether one foot or a million feet. This rate would be made up of two factors, first the cost of gas in the holder, second a service charge, made up in small part of a consumer charge, but largely of a demand for gas charge. In the case of Providence, based on an average yearly demand this service charge would run from \$17.40 per year per consumer for the smallest user to \$15,912.00 per year in the case of the largest consumer.

Such a type of rate readily lends itself to an automatic change according to change of material and labor costs. The service charge part of the rate is not subjected to violent fluctuations, but the holder cost in such times as we are now passing through is more or less subjected to fluctuation. A rate based in part on holder cost of gas and in part of service charge could be varied periodically, say every three or four or six months to suit the actual holder cost obtained. Such variation in rate would be similar to that of the coal clause in the electric rate."

(Exhibit No. 4, pages 4 and 5.)

The service charge has been unanimously upheld as reasonable and proper before all of the commissions and courts where it has come in question. The authorities are well summarized in the report and opinion of Public Utilities Commission of Connecticut in the case of the City of Hartford vs. Hartford City Gas Light Company, P. U. R. 1920F, 842, 843, 844.

A much fuller application of the service charge principle has existed for many years in the case of the electric utilities of the State.

The application of a service charge to domestic lighting customers of the Narragansett Electric Lighting Company, identical in amount to that herein proposed, was made with the approval of the City Council of Providence, in preference to an increase in the former flat rate and has operated to the present time with a minimum of complaint.

The Commission is convinced that the minimum application of the service charge principle which is made by the Company in the schedule of rates under consideration is reasonable.

The only alternative to the application of such a charge in order to meet the revenue needs of the Company would be a flat increase of fifteen cents per M.C.F. to the former rate steps. It seems probable that this would result in the loss of many of the large and profitable consumers, and would cripple the Company in its competition for such lines of business with the consequent result that higher rates for all consumers would obtain.

#### GAS STANDARD.

The rate under consideration is conditioned upon the maintenance of an average standard of 510 B. t. u. instead of the previously existing standard of 580 B. t. u. This lowering of B. t. u. standard was necessitated by the inability of the Company to secure the necessary gas materials to insure a continuous supply of gas throughout the year.

Mr. Freeman testified as to the propositions of coal and water gas to be manufactured as follows:

"Now, under holder cost and under the second column, estimated 1920, 510 B. t. u. gas, there appears the figures 56.59c which we, in the gas industry, call our holder cost. In a general way, by holder cost we mean the cost of the materials and the cost of operation of making that gas and putting it in the holder. It does not include items of investment, or interest, or depreciation, or unaccounted for gas, or distribution expense, or commercial expense, or similar items, but it just means the actual cost of the gas in the holder for materials and for the operation of transforming that coal and oil from the solid state into the gaseous state.

In order to arrive at this figure of 56.59c it is necessary to determine what the cost, the holder cost of coal gas would be and what the holder cost of carburetted water gas would be. In speaking of carburetted water gas I mean water gas to which has been added oil. In the strict technical sense water gas does not contain oil. Technically water gas is the union of steam and incandescent carbonized fuel which would produce a heat value of from 300 to 320 B. t. u.'s per cubic foot, depending upon the amount of carbon dioxide in the water gas which would be reflected by the class of

fuel used and the degree of care on the part of the operator in making the gas.

Now, in arriving at a combined holder cost, or mixed gas cost, for this estimate we have assumed that we will operate the ovens over a year's period at an average of 600 tons of coal per day, and that the remaining gas necessary to make up the total quantity of gas required by the demands of the city would be made up by a carburetted water gas; so that we have to determine what coal gas would be over an average time. At certain parts of the year they may be more, other parts of the year, less; but over an average time we have determined what would make 54 per cent of coal gas and 46 per cent of carburetted water gas.

Now, coal gas will have 580 B. t. u.'s, and as one cubic foot of the average mixed gas will contain 54 per cent of the coal gas there will be imparted in the mixed gas 313 B. t. u.'s due to the coal gas. As the remaining 46 per cent of mixed gas is made up of carburetted water gas we find that in order to make up the 510 B. t. u.'s in the mixed gas the carburetted water gas will have to have a heat value of 429 B. t. u.'s." (Testimony Freeman, pages 115 and 116.)

The maintenance of a 580 B. t. u. standard, assuming the ability of the Company to secure the necessary materials would require an increase of 13.2 cents per M.C.F. (Testimony Freeman, page 318.)

Aside from the above indicated necessities of the situation the Company is of the belief that a 510 B. t. u. standard of gas would subserve the general interests of its consumers.

It is estimated that less than five per cent of its product is used for illuminating purposes in open flame burners and that the users of the remaining ninety-five per cent of the gas would be required to pay 13.2 cents more per M.C.F. for gas little if any better for their purposes.

The testimony shows the reduction in standard to have been necessary under the conditions confronting the Company.

The matter of a resumption of the old or some other standard may be brought up for consideration at any time when the conditions may warrant it.

The Commission after full hearing and mature consideration of the evidence and exhibits in the above entitled cases, finds that the Company has sustained the burden of proof as to the necessity of the increased rate and that the schedule of rates as filed is just and rea-

sonable and will not yield more than sufficient revenue to provide for the necessary operating expenses, taxes, depreciation and a reasonable return upon the fair rate-making value of the property of the Providence Gas Company, and it is therefore

(589) *Ordered, Adjudged and Decreed:*

That the complaints of the City Council of Providence vs. Providence Gas Company; City Council of Cranston vs. Providence Gas Company and Frank J. Rivelli et als. vs. Providence Gas Company be and the same are hereby denied and dismissed.

Dated this fourteenth day of May, A. D. 1921.

PUBLIC UTILITIES COMMISSION OF THE STATE OF RHODE ISLAND.

By

(Signed)

WILLIAM C. BLISS,  
SAMUEL E. HUDSON,  
ROBERT F. RODMAN,

*Commissioners."*

## ORDERS.

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BLACKSTONE VALLEY GAS AND ELECTRIC COMPANY

*vs.*

RHODE ISLAND POWER TRANSMISSION COMPANY.

### PETITION FOR FURTHER EXTENSION OF TIME TO FILE ANSWER.

Petition is received from Rhode Island Power Transmission Company for a further extension of time in which to file answer in complaint of Blackstone Valley Gas and Electric Company.

Upon consideration, it is

*Ordered*, That a further extension of three weeks, namely, until January 27, 1921, is hereby granted to said Rhode Island Power Transmission Company in which to file its answer in complaint of Blackstone Valley Gas & Electric Company.

January 5, 1921.

No. 573.

PUBLIC UTILITIES COMMISSION OF RHODE ISLAND.

PETITION OF

UNITED ELECTRIC RAILWAYS COMPANY

FOR APPROVAL AND ISSUE OF \$5,000 CAPITAL STOCK.

Upon the filing of said petition and consideration thereof, it is

*Ordered*, That said petition be continued to the sixteenth day of February, A. D. 1921, at eleven o'clock A. M., and that the petitioner publish the following notice in two newspapers published in the City of Providence three times prior to the date of said hearing.



STATE OF RHODE ISLAND  
PUBLIC UTILITIES COMMISSION

PUBLIC HEARING

---

PETITION OF UNITED ELECTRIC RAILWAYS COMPANY.

The United Electric Railways Company having filed with the undersigned Public Utilities Commission a petition asking that the Commission approve the issue of fifty (50) shares of the common capital stock of said company of the par value of one hundred dollars (\$100) each for cash at par, for the purpose of providing funds for working capital and for the general purposes of the corporation,—

Notice is hereby given that a public hearing upon said petition will be held by the Commission at its office, Room 122, State House, on the sixteenth day of February, A. D. 1921, at eleven o'clock A. M., at which time any person interested therein may be heard.

PUBLIC UTILITIES COMMISSION OF RHODE ISLAND,

By

(Signed) GEORGE A. CARMICHAEL,

Secretary.

February 4, 1921.

No. 574.

Petition of the United Electric Railways Company heretofore filed with this Commission, asking the approval of an issue of fifty (50) shares of the common capital stock of said company of the par value of one hundred dollars (\$100) each for cash at par, for the purpose of providing funds for working capital and for the general purposes of the corporation,—it appearing that notice has been given of the pendency of said petition as required by order of this Commission heretofore entered.

Upon consideration, it is

*Ordered*, That said petition be granted, and that the issue of fifty (50) shares of the common capital stock of said company of the

par value of one hundred dollars (\$100) each for cash at par, for the purpose of providing funds for working capital and for the general purposes of the corporation, be and the same is hereby approved.

February 16, 1921.

No. 575.

Petition of Narragansett Electric Lighting Company for permission to file tariff on short notice.

Upon consideration, it is

*Ordered*, That, for good cause shown, said Narragansett Electric Lighting Company be and it hereby is authorized to put into effect without the statutory publication and notice to the Commission, its tariff R. I. P. U. C., Number 100, cancelling R. I. P. U. C., Number 48 and all supplements thereto, for the purpose of simplifying Standard Contract Riders, Numbers one to nine, inclusive, said tariff to become effective March 1, 1921.

February 24, 1921.

No. 576.

Petition of Bristol County Gas and Electric Company for permission to file tariff on short notice.

Upon consideration, it is

*Ordered*, That, for good cause shown, said Bristol County Gas and Electric Company be and it hereby is authorized to put into effect without the statutory publication and notice to the Commission, its tariff, R. I. U. C., Number 54, cancelling R. I. P. U. C., Number 43 and all supplements thereto, for the purpose of simplifying Standard Contract Riders, Numbers one to nine, inclusive, said tariff to become effective March 1, 1921.

February 24, 1921.

No. 577.

Petition of Newport County Electric Company for permission to file tariff on short notice.

Upon consideration, it is

*Ordered*, That, for good cause shown, said Newport County Electric Company be and it hereby is authorized to put into effect

without the statutory publication and notice to the Commission, its tariff R. I. P. U. C., Number 32, Supplement to R. I. P. U. C., Number 21 to become effective March 20, 1921, said tariff to make change in fare zones between Buffum's Hill, East Main Road, Portsmouth, R. I. and Evans Avenue, Tiverton, R. I. and the Tiverton-Fall River Line in Tiverton, as follows:

"There will be established a lap-over on neutral zone in the Town of Tiverton, R. I., between Evans Avenue on the north and Monahan's Waiting Room, so-called, on the south."

March 16, 1921.

No. 578.

Petition of N. W. Hawkes, Chairman New England Freight Association, acting for and on behalf of Carriers under the jurisdiction of Rhode Island Public Utilities Commission, for permission to further suspend the effective date of certain schedules naming Diversion and Reconsignment Rules, Regulations and Charges until April 30th, 1921, without the statutory notice to the Commission.

Upon consideration, it is

*Ordered*, That, for good cause shown, said N. W. Hawkes, Chairman New England Freight Association, acting for and on behalf of Carriers under the jurisdiction of Rhode Island Public Utilities Commission, be and he hereby is authorized to file tariff upon one day's notice to further suspend the effective date of the following schedules naming Diversion and Reconsignment Rules, Regulations and Charges, until April 30th, 1921, upon one day's notice after filing thereof with the Commission.

The New York, New Haven and Hartford Railroad Company—R. I.-P. U. C. No. 398, Supplement No. 4 (Sup. No. 4 to I. C. C. No. F-2079), also R. I.-P. U. C. No. 474, (I. C. C. No. F-2457).

The Rhode Island Company—R. I.-P. U. C. No. 179, Supplement No. 4 (Sup. No. 4 to N. Y., N. H. and H. R. R., I. C. C. No. F-2079), also R. I. P. U. C. No. 229, (N. Y., and H. R. R., I. C. C. No. F-2457).

Narragansett Pier Railroad—R. I.-P. U. C. No. 6 (N. Y., N. H. and H. R. R., I. C. C. No. F-2457).

Wood River Branch Railroad Company—R. I.-P. U. C. No. 19 (N. Y., N. H. and H. R. R., I. C. C. No. F-2457).

Such suspension notices to be published in next consecutively numbered supplements to the tariffs hereinbefore quoted.

This order is based on the following special circumstances and conditions justifying the request.

The Interstate Commerce Commission has issued order in their Investigation and Suspension Docket No. 1250 of March 18th, 1921, copy attached, further suspending until the 30th day of April, 1921, the schedules above referred to, and it is the Carriers' desire to harmonize the State regulations with the interstate regulations.

March 26, 1921.

No. 579.

Petition of J. E. Fairbanks, Agent, for permission to file tariff on short notice.

Upon consideration, it appearing that petitioner desires to issue supplement to Uniform Storage Tariff, No. 1-B, J. E. Fairbanks' (Agent) I. C. C., No. 9, R. I. P. U. C. No. 7, and publish the following rule as a new paragraph 2 of Section C of Rule 5 effective on five days' notice but not later than May 2, 1921;

"2. When carload freight is unloaded in or on railroad premises by or upon request of, consignee or consignor, the storage charges shall not exceed the amount that would have accrued under the Demurrage and Track Storage Rules had the freight remained in the car," and

It further appearing that the Interstate Commerce Commission by its special permission No. 52506 of April 6, 1921, have authorized similar change upon interstate traffic and it is therefore desired to establish this rule on intrastate traffic in order that proposed rule will have uniform application on interstate and intrastate traffic, it is therefore

*Ordered*, That, for good cause shown, said J. E. Fairbanks, Agent, be and he herby is authorized to put into effect without the

statutory publication and notice to the Commission, supplement to Uniform Storage Tariff No. 1-B, J. E. Fairbanks, Agent, I. C. C. No. 9, to R. I. P. U. C., No. 7, and publish the rule as set forth in the petition.

April 13, 1921.

No. 580.

Petition of The New York, New Haven and Hartford Railroad Company for authority to rearrange, where necessary, the hours of duty specified for crossing men and the hours of operation of gates, so as to provide during the period from Sunday, April 24, until Sunday, September 25, with the train schedules then in effect.

Said petition sets forth that on the last Sunday in April and continuing until the last Sunday in September of this year, The New York, New Haven and Hartford Railroad Company expects to advance the time of substantially all of its passenger and regular freight trains one hour, in order to conform to the State Daylight Saving Law in Massachusetts and the Ordinance in the City of New York.

These changes involve the rearrangement of the hours of crossing watchmen in order that the protection of highway crossings will be afforded generally during the hours when railroad traffic is heaviest. At some of these crossings the hours of duty have been fixed by this Commission.

Upon consideration, it is

*Ordered*, That, for good cause shown, said The New York, New Haven and Hartford Railroad Company be and the same hereby is authorized to rearrange where necessary the hours of duty specified for crossing men and the hours of operation of gates so as to provide during the period mentioned in petition with the train schedules in effect between those dates, inclusive, relatively the same protection as is afforded with the present train schedules.

This order is issued to provide the protection herein set forth on and between the dates mentioned and this order is not effective after Sunday, September 25, 1921.

April 13, 1921.

No. 581.

Petition of The Rhode Island Company, Frank H. Swan, Theodore Francis Green, Zenas W. Bliss, Receivers, for authority to issue regular form of tickets of the Company to the members of the Public Utilities Commission, the Secretary and Agent of the Commission.

Upon consideration, it appearing that the identification cards which have been issued to members of the Commission, the Secretary and Agent of the Commission have been some times only honored by conductors after much discussion, and in order to overcome this difficulty the Company is seeking to issue its regular form of tickets with which the conductors should be perfectly familiar, it is

*Ordered*, That, for good cause shown, said The Rhode Island Company, Frank H. Swan, Theodore Francis Green, Zenas W. Bliss, Receivers, be permitted to issue to the members of the Commission, Secretary and Agent of the Commission, its regular form of tickets, entitling such members, Secretary and Agent to the use thereof in the performance of their duties, and that the approval of the Commission is hereby given to such practice in accordance with the provisions of Section 42, paragraph (b) of Chapter 795 of the Public Laws.

April 20, 1921.

No. 582.

Petition of Newport County Electric Company for permission to operate one-man cars, so-called, on their lines. The petition sets forth that the Company is making certain changes in its closed cars that may be operated as one-man cars. The changes consist in providing said cars with necessary folding doors, manually operated levers controlling same, removing bulkheads in cars for easy access, providing safety treads, equipping cars with push buttons, buzzers, etc.; in other words, cars are being equipped in the same manner as many of the cars now being operated by the Eastern Massachusetts Street Railway Company in Fall River and in other cities.

Upon consideration, it is

*Ordered*, That, for good cause shown, said Newport County

Electric Company be and the same hereby is authorized to operate one-man cars upon its lines after said cars have been changed and equipped with the safety devices as set forth in the above petition, provided, however, that said Company from such date in June as shall be fixed by the Board of Aldermen of the City of Newport to and including Labor Day in each year during such hours of the day as said Board of Aldermen may prescribe, shall operate its cars over the Beach Route, so-called, with two men.

April 20, 1921.

No. 583.

Petition of Narragansett Electric Lighting Company filed with accompanying schedules on the sixth day of April, A. D. 1921 requesting waiver of statutory thirty days notice upon a certain rate schedule R. I. P. U. C. Number 101 cancelling R. I. P. U. C., Number 68, for the purpose of increasing the rate paid by the Attleboro Steam and Electric Company for electricity considered on the sixth day of April, A. D. 1921 at an informal hearing at which representatives of both companies were in attendance and heard.

It appearing that a continuance of the operation of the terms of the rate contract between said companies would result in a loss to the petitioning company and would therefore discriminate against its other consumers, and action upon said petition having been deferred by the Commission in order that said companies might continue negotiations for the purpose of arriving at a mutually satisfactory and equitable modification of said rate contract.

Upon consideration, it also appearing that such negotiations have been without result, it is therefore

*Ordered*, That, for good cause shown, said Narragansett Electric Lighting Company be and it hereby is authorized to put into effect without the statutory publication and notice to the Commission, tariff R. I. P. U. C. Number 101, cancelling R. I. P. U. C. Number 68, for the purpose of increasing the rate paid by the Attleboro Steam and Electric Company for electricity.

April 27, 1921.

No. 584.

Petition of The Rhode Island Company, Frank H. Swan, Theodore Francis Green, Zenas W. Bliss, Receivers, for approval of the Commission to operate one-man cars in place of two-man cars over certain lines of The Rhode Island Company's system into the cities of Woonsocket and Pawtucket, as per letter of A. E. Potter's, General Manager for the Receivers, dated April 25, 1921.

Upon consideration, it is

*Ordered*, That the approval of the Commission be and the same is hereby given to the operation by The Rhode Island Company, Frank H. Swan, Theodore Francis Green, Zenas W. Bliss, Receivers, with one-man cars of connecting lines equipped for one-man operation over certain of the lines of The Rhode Island Company's system into the cities of Woonsocket and Pawtucket; the said cars to conform to the standard required by the Department of Public Utilities of the Commonwealth of Massachusetts, viz.:

"Every street railway car operated by and in charge of one man shall be equipped with either (1) a device so designed and maintained that upon the release of the controller of the car by the operator the motive power will be cut off from the propelling motors of the car and the brakes will be applied, together with a device located in a conspicuous place to the rear of the front platform and vestibule of the car and accessible to passengers by the operation of which a door at the rear of the car will be unfastened so that it can be opened from the inside of the car, or (2) shall be equipped with a device located in a conspicuous place to the rear of the front platform and vestibules of the car and accessible to passengers by the operation of which the motive power will be cut off from the propelling motors, the brakes applied and a door at the rear of the car unfastened so that it can be opened from the inside of the car. Instructions as to the location of said devices accessible to passengers and their use in an emergency shall be posted in a conspicuous place in the car,"

and, That the said Company notify the Commission when such one-man operation becomes effective on such lines.

April 27, 1921.

No. 585.



Petition of N. W. Hawkes, Chairman New England Freight Association, acting for and on behalf of carriers under the jurisdiction of Rhode Island Public Utilities Commission asking permission to cancel the following schedules naming Diversion and Reconsignment Rules, Regulations and Charges, Effective April 30, 1921 upon one day's notice after filing thereof with the Commission:

"The New York, New Haven and Hartford Railroad Company—R. I.-P. U. C. No. 398, Supplement No. 4 (Sup. No. 4 to I. C. C. No. F-2079), also R. I.-P. U. C. No. 474, (I. C. C. No. F-2457).

The Rhode Island Company—R. I.-P. U. C. No. 179, Supplement No. 4 (Sup. No. 4 to N. Y., N. H. and H. R. R., I. C. C. No. F-2079), also R. I.-P. U. C. No. 299 (N. Y., N. H. and H. R. R., I. C. C. No. F-2457).

Narragansett Pier Railroad—R. I.-P. U. C. No. 6 (N. Y., N. H. and H. R. R., I. C. C. No. F-2457).

Wood River Branch Railroad Company—R. I.-P. U. C. No. 19 (N. Y., N. H. and H. R. R., I. C. C. No. F-2457).

Such cancellation notices to be published in next consecutively numbered supplements to the tariffs hereinbefore quoted."

Upon consideration, it appearing that the Interstate Commerce Commission has issued an order in their Investigation and Suspension Docket No. 1250 of April 18, 1921, (a copy of which is a part of this petition) requiring carriers to cancel schedules now under suspension upon not less than one day's filing and posting and in order that complications and expenses may be eliminated, it is the intention of the carriers to file such cancellation notices effective April 30, 1921, and it is the Carriers' desire to harmonize the State Regulations with the Interstate Regulations, it is therefore

*Ordered*, That, for good cause shown, said N. W. Hawkes, Chairman New England Freight Association acting for and on behalf of carriers under jurisdiction of Rhode Island Public Utilities Commission of the State of Rhode Island, be and the same hereby is authorized to file cancellation notices of tariffs men-

tioned in petition without the statutory publication and notice to the Commission.

April 27, 1921.

No. 586.

Application on behalf of Union Railroad Company and The Rhode Island Company, Frank H. Swan, Theodore Francis Green, Zenas W. Bliss, Receivers for permission to relocate rails in Elm Street in the City of Providence and lay rails for a spur track to the property of the Narragansett Electric Lighting Company. Petitioner presents plan No. 11,041-B-8, dated January 10, 1921, entitled "Proposed Spur Track in Elm Street for Narragansett Electric Light Co., Providence," also certified copy of an ordinance of the City of Providence, Chapter 284, No. 148, approved March 8, 1921, permitting The Rhode Island Company to relocate rails in Elm Street and lay rails for spur track to the property of Narragansett Electric Lighting Company.

Upon consideration, it is

*Ordered*, That the consent of the Commission, expressed in writing, be and the same hereby is given on behalf of Union Railroad Company and The Rhode Island Company, Frank H. Swan, Theodore Francis Green, Zenas W. Bliss, Receivers to relocate rails in Elm Street and lay rails for a spur track to the property of the Narragansett Electric Lighting Company in the City of Providence, across those certain streets, highways, turnpikes or travelled ways at grade as shown on that certain plan No. 11041-B-8, dated January 10, 1921, entitled, "Proposed Spur Track in Elm Street for Narragansett Electric Light Co., Providence."

April 27, 1921.

No. 586½.

Petition of The New York, New Haven and Hartford Railroad Company, G. M. Wood, General Freight Agent for permission to put in force the following rates to become effective five (5) days after the filing thereof with the Public Utilities Commission of the State of Rhode Island:

AMIESITTE: Chips, Granite or Stone; Gravel, Screened; Grout, Granite or Stone; Stone, Broken or Crushed;

in bulk, in gondola or other open cars, straight or mixed carloads, minimum weight 90% of the marked capacity of car, except when cars are loaded to cubical or visible capacity actual weight will apply, (see Note 3), locally or jointly between stations on the C. N. E. Ry. and H. R. R. also jointly between said stations and stations on the

|                             |                           |
|-----------------------------|---------------------------|
| Moshassuck Valley R. R.     | New York Connecting R. R. |
| Narragansett Pier R. R.     | Rhode Island Company      |
| and Wood River Branch R. R. |                           |

rates as shown on Exhibit A attached hereto and made part hereof.

Your petitioner further represents that the said rates above mentioned will be published in next consecutively numbered tariff and will supersede and take the place of the rate on like traffic from and to points above named which are set forth in tariff R. I. P. U. C., No. 424, R. I. Co.-R. I. P. U. C. No. 216 and effective supplements thereto on file with the Commission.

And your petitioner further bases such request upon the following facts, which present certain special circumstances and conditions justifying the request herein made:

The present rates on Crushed Stone, etc., are so high that the quarries—long since established to produce said commodity—are unable to compete with temporary crushers which can be set up at close proximity to many important road jobs, and it is absolutely necessary to reduce the rates to preserve a fair share of this traffic to the railroads.

Shippers advise that contracts for many road-building and repairing, also building construction jobs, which will require very large amounts of Crushed Stone, are now being made; also that shipments will have to commence immediately and therefore it is imperative that the proposed rates be established at the very earliest possible date, otherwise they will lose such contract, and your petitioners the revenue accruing from such traffic, which is much needed at this time.

The Highway Commissioners in submitting proposals for bids for trap rock or crushed stone for road construction or repairs are specifying that native stone should be taken into consideration wherever possible to the exclusion of the manufactured trap rock or crushed stone, due, it is alleged, to the existing high rates for the transportation of the manufactured product.

In consideration of the facts herein stated your petitioner justly considers it necessary that proposed rates should be made effective immediately and that the business cannot be retained if reduction in rates is not made within thirty days, and therefore prays that this application for authority to make the reduction on five (5) days' notice be given favorable and early consideration.

Similar application was filed with the Interstate Commerce Commission and they have issued Special Permission, No. 52806, of May 2, 1921, granting the authority sought.

This application is also made for and on behalf of all carriers party to N. Y., N. H. and H. R. R., Tariff R. I. P. U. C. No. 424 and supplements thereto.

Upon consideration, it is

*Ordered*, That, for good cause shown, said The New York, New Haven and Hartford Railroad Company, by G. M. Wood, its General Freight Agent, be and the same hereby is authorized to put into effect on five days' notice to the Commission, the tariffs mentioned in the petition.

May 4, 1921.

No. 587.

## PUBLIC UTILITIES COMMISSION OF RHODE ISLAND.

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### PETITION OF THE MOSHASSUCK VALLEY RAILROAD COMPANY FOR AUTHORIZATION TO DISCONTINUE PASSENGER SERVICE.

Said petition having been duly filed, upon consideration thereof, it is

*Ordered*, That said petition be continued to the sixteenth day of May, A. D. 1921, at ten o'clock A. M., and that the petitioner publish the following notice three times prior to the date of said hearing in two newspapers published in the City of Providence.

STATE OF RHODE ISLAND  
PUBLIC UTILITIES COMMISSION  
PUBLIC HEARING

PETITION OF THE MOSHASSUCK VALLEY RAILROAD COMPANY.

The Moshassuck Valley Railroad Company having filed with the undersigned Public Utilities Commission a petition asking that the Commission authorize the discontinuance of passenger service on the lines of said Company.

Notice is hereby given that a public hearing upon said petition will be held by the Commission at its office, Room 122, State House, on the sixteenth day of May, A. D. 1921, at ten o'clock A. M., at which time any person interested therein may be heard.

PUBLIC UTILITIES COMMISSION OF RHODE ISLAND.

By

(Signed) GEORGE A. CARMICHAEL,

Secretary.

May 4, 1921.

No. 588.

Petitions of The New York, New Haven and Hartford Railroad Company for permission to discontinue station agents at Stillwater and Cowesett were taken up and interested parties were heard by the Commission. Miss Capron, Miss Appleby and Mr. William A. McGrany representing the communities near Stillwater and certain remonstrants who had petitioned the Commission asked for a continuance of another week.

Representatives of The New York, New Haven and Hartford Railroad Company were present as follows: Eugene J. Phillips, Attorney; George A. Poore, Division Superintendent; Robert M. Smith, Assistant Superintendent.

It appears that at Cowesett Station there is no freight business and that the passenger receipts there for the twelve months from February, 1920 to February, 1921, amounted to \$1,289.75 and that the payroll expenses of the agent there during the same period was \$1,798.52. At Stillwater the receipts for one year April, 1920

to March, 1921, inclusive, were passenger, \$1,312.46; freight, \$3,097.32; total, \$4,409.78 and the agent's salary has been around \$36.00 per week.

Upon consideration, it appearing that it is not the intention of the Company to close either station, but to have same open for trains substantially as now and to discontinue the agency and have stations looked after by a caretaker, it is

*Ordered*, That, for good cause shown, said The New York, New Haven and Hartford Railroad Company be and the same hereby is authorized to discontinue agencies at Stillwater, R. I. and Cowesett, R. I., provided that said Company arrange for both stations to be open for trains substantially as is now done by present agents at those stations, same to become effective May 4, 1921.

May 4, 1921.

No. 588½.

STATE OF RHODE ISLAND  
PUBLIC UTILITIES COMMISSION

RE-PETITION OF THE MOSHASSUCK VALLEY RAILROAD COMPANY  
FOR AUTHORIZATION TO DISCONTINUE PASSENGER SERVICE.

ORDER.

The petition of The Moshassuck Valley Railroad Company for authorization to discontinue its passenger service having been duly filed with this Commission, and it appearing that notice has been given of the pendency of said petition as required by order of this Commission heretofore entered, it is now, upon hearing and consideration of said petition,

*Ordered, First*, That said petition be granted and that the petitioner be and it hereby is authorized to discontinue all passenger service on its lines on May 31, 1921.

*Second*, That the petitioner publish the following notice of its intention to discontinue said service, three times prior to said 31st day of May, 1921, in two newspapers published in the City of Providence and in one newspaper published in the City of Pawtucket, and that printed copies of said notice be displayed in all passenger

coaches operated on said Railroad for a period of at least ten (10) days prior to said date.

NOTICE.

In accordance with the order of the Public Utilities Commission of the State of Rhode Island entered the 16th day of May, 1921, granting permission to The Moshassuck Valley Railroad Company to discontinue its passenger service, notice is hereby given that said Company will discontinue all passenger service on its lines on the 31st day of May, 1921.

THE MOSHASSUCK VALLEY RAILROAD COMPANY.

By

ETHELBERT HARMAN,

Clerk. (SEAL)

May 16, 1921.

No. 590.

PUBLIC UTILITIES COMMISSION OF RHODE ISLAND.

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PETITION OF

UNITED ELECTRIC RAILWAYS COMPANY  
FOR APPROVAL AND ISSUE OF SECURITIES.

Upon the filing of said petition and consideration thereof, it is

*Ordered*, That said petition be continued to the 14th day of June, A. D. 1921, at eleven o'clock A. M., and that the petitioner publish the following notice, (1) four times prior to the date of said hearing in the Providence Daily Journal, Providence Evening Tribune and the Providence Daily News; (2) four times prior to the date of said hearing in the Pawtucket Times; (3) four times prior to the date of said hearing in the Woonsocket Call; (4) once prior to the date of said hearing in the Pawtuxet Valley Times; and (5) once prior to the date of said hearing in the Bristol Phoenix.

STATE OF RHODE ISLAND  
PUBLIC UTILITIES COMMISSION.

PUBLIC HEARING

PETITION OF UNITED ELECTRIC RAILWAYS COMPANY.

The United Electric Railways Company having filed with the undersigned Public Utilities Commission a petition praying for the entry of an order by the Commission, approving the issue by the petition of certain bonds and stock as set forth in detail in said petition on file with the Commission, reference to which is hereby expressly made,—the securities in question to be issued for the purpose of enabling the petition to acquire the properties mentioned in said petition in the manner therein and in a certain plan and agreement annexed thereto set forth, and to consolidate and operate the same under the provisions of the petitioner's charter, and also for the purpose of enabling the petitioner to rehabilitate the properties aforesaid to be acquired by it pursuant to the provisions of said charter,—

Notice is hereby given that a public hearing upon said petition will be held by the Commission at its office, Room 122, State House, Providence, R. I., on the 14th day of June, A. D. 1921, at eleven o'clock A. M., at which time any person interested therein may be heard.

PUBLIC UTILITIES COMMISSION OF RHODE ISLAND.

By

GEORGE A. CARMICHAEL,

*Secretary.*

May 28, 1921.

No. 591.

STATE OF RHODE ISLAND  
PUBLIC UTILITIES COMMISSION.

Petition of Winston & Company, Incorporated for consent of the Commission, expressed in writing, to cross certain highways at grade and certain tracks of The Rhode Island Company in the Town of Scituate, Rhode Island.



Upon the filing of said petition and consideration thereof, it is

*Ordered*, That said Winston & Company, Incorporated, be and the same is hereby authorized to construct upon and across the public highways and street railway tracks referred to in said petition and indicated on blue print dated May 31st, 1921, entitled "Sketch showing proposed construction railroad of Winston & Company, Incorporated from the New York, New Haven and Hartford Railroad near Jackston, crossing public highways to Kent dam," and to operate trains upon said tracks across said public highways and street railway tracks, subject to the terms, conditions, regulations and restrictions as set forth in said petition, and to such other terms, conditions, regulations and restrictions as may be prescribed from time to time by the Public Utilities Commission.

June 4, 1921.

No. 593.

Petition of United Electric Railways Company for authorization of issue of bond and capital stock.

This is a petition of the United Electric Railways Company for approval of the issue of bonds and stock filed with this Commission on the twenty-seventh day of May, A. D. 1921, and continued with order of notice to the fourteenth day of June, A. D. 1921 for hearing.

The petition is as follows:

"STATE OF RHODE ISLAND. PUBLIC UTILITIES COMMISSION.

PETITION OF

UNITED ELECTRIC RAILWAYS COMPANY

FOR AUTHORIZATION OF ISSUE OF BONDS AND CAPITAL STOCK.

Respectfully represent United Electric Railways Company:

(1) By an act entitled "An Act to Incorporate United Electric Railways Company" enacted by the General Assembly of the State of Rhode Island at its January Session, A. D. 1919, and amended by said General Assembly at its January Session, A. D. 1920, your petitioner was made a body corporate under the name of "UNITED ELECTRIC RAILWAYS COMPANY," with the powers, priv-

ileges, duties and obligations in said acts set forth. A copy of said act as amended is hereto annexed, made a part hereof and marked "Exhibit A."

(2) As required by Section 6 of said act of incorporation, your petitioner has paid into the General Treasury the tax upon \$500,000 of its capital stock, and has received a certified copy of its said charter under seal of the State. \$5,000 of said capital stock has been issued under authority granted by your honorable body by order No. 575, entered on the 16th day of February, 1921. Said \$5,000 of capital stock has been paid in in cash and said corporation has been duly organized and has filed in the office of the Secretary of State the name and address of its Treasurer as required by Section 16 of Chapter 1925 of the Public Laws.

(3) By Section 3 of your petitioner's act of incorporation as amended it is provided:

"SEC. 3. Said corporation shall have power to acquire, own and operate street railways by electricity or by such other motive power (except steam) as it may determine in all the cities and towns in the counties of Providence, Bristol, Washington and Kent, and it shall have power to acquire, own and operate any part or all of the properties now owned or operated by the Rhode Island Company, the Union Railroad Company, the Providence Cable Tramway Company, the Pawtucket Street Railway Company, the Rhode Island Suburban Railway Company, the Sea View Railroad Company and the Providence and Danielson Railway Company in any or all of said cities and towns, and also to construct, own and operate, with the approval of the public utilities commission, any extension or addition to any street or other railways so acquired: *Provided*, that it shall not operate any properties without first acquiring ownership thereof; and any of the corporations above mentioned, and any mortgagee, or assignee of any such corporation, or any receiver of any such corporation, with the consent and approval of the court appointing such receiver, is hereby authorized and empowered to sell all or any part of the property of any such corporation to the company hereby incorporated, and to accept the stock, bonds and other obligations of the company hereby incorporated issued in the manner and with the approval hereinafter provided in payment or part payment of the property so sold: *Provided, however*, that the corporation hereby created shall not, except with the consent of the

attorney general of the state, acquire the property of any one of the other corporations hereinbefore mentioned unless it acquires the property of all said corporations; *and provided*, further, that the corporation hereby created shall not acquire the properties of the companies, hereinbefore mentioned, or any of them, until it shall certify in writing to the secretary of state that provision has been made for the paying in of at least one million dollars in cash, to be used in rehabilitation of the properties so acquired for prior lien bonds of the par value of one million dollars bearing interest at a rate not to exceed 7 per cent. to be issued by said corporation."

(4) On the 6th day of January, 1921, the Attorney General of the State of Rhode Island gave his consent in writing, permitting your petitioner to acquire the properties of the Union Railroad Company, the Rhode Island Suburban Railway Company, the Providence Cable Tramway Company and the Pawtucket Street Railway Company, without acquiring the properties of the other corporations mentioned in your petitioner's charter. A copy of said consent is hereto annexed, made a part hereof and marked "Exhibit B."

(5) Your petitioner has certified in writing to the Secretary of State that provision has been made for the paying in of \$1,000,000 in cash for prior lien bonds of the par value of \$1,000,000, bearing interest at a rate not to exceed 7%, to be issued by said corporation; said \$1,000,000 to be used in the rehabilitation of the properties acquired by your petitioner.

(6) By Sections 4, 5 and 6 of your petitioner's act of incorporation as amended, it is provided:

"SEC. 4. Said corporation may issue its bonds and other obligations in such amount as it may see fit, and may secure the same by a pledge or pledges, mortgage or mortgages, of its franchises and property or any part thereof; such bonds, obligations, pledges and mortgages to be upon such terms and conditions and executed in such form and manner as the said corporation or its directors may by vote prescribe, subject to the provisions of section 5 hereof: *Provided, however*, that said corporation shall not issue stocks, bonds or other evidences of indebtedness, to pay for the properties of the companies, hereinbefore mentioned, having a par value in excess of twenty-two million dollars; and such capitalization within said limit, when approved by the public utilities commission, to-

gether with any increase of capitalization made with the approval of said commission for extensions, betterments, improvements or the acquisition of new property, shall, for the purpose of rate making, be taken as the true valuation of the property of said corporation used or useful in the public service.

Dividends shall not be paid on the common stock in excess of six per cent. per annum on the par value thereof: *Provided*, that, if the dividends paid in any year are less than six per cent., subsequent dividends may exceed six per cent. per annum to make good such deficiency."

"SEC. 5. All issues of stock, bonds, or other obligations of the company hereby incorporated (except obligations incurred for current expenses) and the purposes of said issues shall be subject to the approval of the Public Utilities Commission and shall not be valid until so approved."

"SEC. 6. Whenever the tax upon Five Hundred Thousand Dollars of the capital stock of this corporation has been paid into the General Treasury as provided by Section 16 of Chapter 39 of the General Laws, the Secretary of State shall issue and deliver to the incorporators a certified copy of this act under the seal of the State, and said corporation may then be organized; and he shall thereafter from time to time, upon application by the directors or other proper officers of the corporation and upon payment of the tax prescribed by said Section 16 in case of increase of the capital stock, and with the approval of the Public Utilities Commission, issue his certificate to said corporation authorizing the issue of additional capital stock to the amount for which such tax has been paid. Said stock shall be divided into shares of the par value of one hundred dollars each, and may be divided into classes, with such preference as to dividends, voting power and other incidents as said Public Utilities Commission may approve."

(7) Your petitioner was incorporated as the initial step in an undertaking to consolidate the properties of the Union Railroad Company, the Pawtucket Street Railway Company, the Providence Cable Tramway Company, the Rhode Island Suburban Railway Company and its constituent companies (including Pawtuxet Valley Electric Railway Company, Cumberland Street Railway Company and Barrington, Warren and Bristol Street Railway Company) and such other properties heretofore operated by The Rhode Island Company as it might be found possible and consistent with the public

interest to include, in a single corporation which should own all of said properties in fee and should be under the control of a directorate in which the State of Rhode Island and the City of Providence should be represented, thus securing a direct representation by the State and the City in the management of the company.

(8) Pursuant to this undertaking, the stockholders and bondholders of United Traction & Electric Company (which, by virtue of its ownership of all the stock of Union Railroad Company, Pawtucket Street Railway Company and Rhode Island Suburban Railway Company and of all but two shares of the stock of Providence Cable Tramway Company and of all of the mortgage bonds of said Union Railroad Company controls the properties of the companies aforesaid); the bondholders of Rhode Island Suburban Railway Company, of Pawtuxet Valley Electric Railway Company and of Cumberland Street Railway Company were invited to deposit their securities with committees formed for the purpose of carrying the undertaking aforesaid into execution; and thereafter a Joint Reorganization Committee, consisting of Michael F. Dooley, Stephen O. Metcalf and Samuel P. Colt, was appointed to formulate and execute a plan and agreement of reorganization. This committee formulated such a plan agreement, and the same was thereafter submitted to the holders of said securities for their assent and approval. The plan and agreement has been accepted by a very large percentage of said holders of securities, the percentages of the various security holders so accepting and assenting to said plan at the date hereof being as follows:

|   |        |
|---|--------|
| United Traction and Electric Company Bondholders..  | 98.26% |
| United Traction and Electric Company Stockholders.. | 99.41% |
| Rhode Island Suburban Railway Company Bondholders   | 99.32% |
| Pawtuxet Valley Electric Street Railway Company     |        |
| Bondholders .....                                   | 96.59% |
| Cumberland Street Railway Company Bondholders....   | 94.18% |

The Joint Reorganization Committee, on the 23rd day of April, 1921, declared the plan operative, and have proceeded and are proceeding to carry the same into effect. A copy of said plan and agreement marked "Exhibit C" is hereto annexed and made a part hereof.

(9) All of the properties of the Rhode Island Suburban Railway Company and its constituent companies are to be sold at public auction on the 24th day of June, 1921 under and by virtue of a decree of foreclosure and sale entered by the Superior Court of the State of Rhode Island on May 3, 1921, and a final order of sale made and entered by said Court on May 10, 1921, in that certain consolidated cause in equity pending in said Court in the County of Providence numbered Equity 4886 and entitled "Union Trust Company, Trustee, Complainant, vs. Rhode Island Suburban Railway Company, et al., Defendants," said cause being consolidated with two other suits in equity respectively numbered 5268 and 5269 and entitled "Central Union Trust Company of New York, Trustee, Complainant, vs. Cumberland Street Railway Company et al., Defendants," and "Central Union Trust Company of New York, Trustee, Complainant, vs. Pawtuxet Valley Electric Street Railway Company, et al., Defendants."

(10) All the shares of the capital stock of the Union Railroad Company, all the shares of the capital stock of the Pawtucket Street Railway Company and all except two shares of the capital stock of the Providence Cable Tramway Company; all of the mortgage bonds of the Union Railroad Company; and all of the shares of the capital stock of the Rhode Island Suburban Railway Company are to be sold at public auction on the 24th day of June, 1921, under and by virtue of a decree of foreclosure and sale entered by the Superior Court of the State of Rhode Island on May 3, 1921, and a final order of sale entered by said Court on May 10, 1921, in that certain cause in equity pending in said Court in the County of Providence numbered Equity 4701 and entitled "Central Union Trust Company of New York, Trustee, Complainant, vs. United Traction and Electric Company, Defendant." Copies of said decrees and of advertisements of said sales published in accordance therewith, marked respectively, "Exhibits D, E, F and G," are hereto annexed and made a part hereof.

(11) It is contemplated by the Reorganization Plan and Agreement (Exhibit C) that the properties of the Rhode Island Suburban Railway Company and its constituent companies, and all the stock and bonds of the Union Railroad Company, the stock of the

Pawtucket Street Railway Company and of the Providence Cable Tramway Company (excepting two shares of stock in said Providence Cable Tramway Company) shall be purchased for your petitioner by the Joint Reorganization Committee at said foreclosure sales; and that upon such purchase the properties of all of said companies shall be transferred to your petitioner in exchange for your petitioner's stock and bonds of the character and in the amounts provided by said plan and agreement of reorganization and hereinafter listed in the paragraph hereof marked "12;"—thus vesting in your petitioner, free from all prior encumbrances, the title in fee to all the properties formerly comprising the United Traction and Electric System, so called, and comprising all the properties formerly owned by said Union Railroad Company, Providence Cable Tramway Company, Pawtucket Street Railway Company and Rhode Island Suburban Railway Company and its constituent companies (viz., Pawtucket Valley Electric Street Railway Company, Cumberland Street Railway Company and Barrington, Warren & Bristol Street Railway Company).

(12) In order to enable your petitioner to acquire the aforesaid properties in accordance with said plan and agreement (Exhibit C), it is necessary for your petitioner to issue and have ready for delivery on or about the 24th day of June, 1921, stocks and bonds of your petitioner of the character and in the amounts hereinafter listed as follows, viz.:

- I. \$1,999,200 par value Prior Lien Mortgage 25 Year 4% Gold Bonds, Series B;
- II. \$8,100,000 par value General and Refunding Mortgage 30 Year 5% Gold Bonds, Series A;
- III. \$7,999,800 par value common capital stock.
- IV. \$7,999,800 par value common capital stock.

(13) In order to obtain the necessary funds to enable your petitioner, in accordance with the terms and provisions of its charter, to rehabilitate the properties to be acquired as aforesaid, it is also necessary for your petitioner, in compliance with the provisions of its charter, to issue for cash at par and have ready for delivery on or about the 24th day of June, 1921, bonds of your petitioner of the character and amount hereinafter listed, that is to say:—

I. \$1,000,000 par value Prior Lien Mortgage 25 Year 7% Gold Bonds, Series A.

(14) The nature of the securities listed aforesaid and the proposed method of applying and distributing the same in connection with the acquisition and rehabilitation of the properties aforesaid is fully and at length set forth in said plan and agreement whereof Exhibit C is a copy, particularly at pages 4 to 23 thereof, inclusive, reference thereto being hereby expressly made; and your petitioner avers that the issuance, application and disposition of said securities as set forth herein and in said plan and agreement is in the interest of the public as well as of the owners of the properties in question.

Wherefore your petitioner prays for the entry of an order approving (1) the issue by your petitioner of (a) its Prior Lien Mortgage 25 Year 4% Gold Bonds, Series B, to the par value of \$1,999,200; (b) its General and Refunding Mortgage 30 Year Gold Bonds, Series A, to the par value of \$8,100,000; (c) its General and Refunding Mortgage 30 Year 4% Gold Bonds, Series B, to the par value of \$2,499,000; (d) its common capital stock to the par value of \$7,999,800,—the above named securities to be issued for the purpose of enabling your petitioner to acquire the properties hereinbefore mentioned in the manner herein and in said plan and agreement set forth and to consolidate and operate the same under the provisions of your petitioner's charter; and (2) the issue by your petitioner for cash and at par of its Prior Lien Mortgage 25 Year 7% Gold Bonds, Series A, to the par value of \$1,000,000 for the purpose of enabling it to rehabilitate the properties to be acquired by it pursuant to the provisions of its said charter.

And your petitioner shall ever pray.

UNITED ELECTRIC RAILWAYS COMPANY,

By ZENAS W. BLISS, *President*.

EDWARDS & ANGELL,

*Attorneys for*

United Electric Railways Company."

We are satisfied that the fair value of the properties included in the Union Railroad Company, the Pawtucket Street Railway Com-



pany, and the Rhode Island Suburban Railway Company, which it is proposed to take over through the issuance of the securities, authority for which is sought in the present petition, is very considerably in excess of \$20,598,000.

A Special Commission for the Investigation of the Affairs of The Rhode Island Company made a complete investigation into the question of the fair value of the properties comprising The Rhode Island Company system, of which the above companies were a principal part. It concluded that \$29,000.00 was a fair value, and its conclusions were based upon unit prices which reflected average prices current during the year 1915, which did not reflect war prices or the general increase in unit prices which still remains in evidence as a result of the economic disturbance created by the war.

The Special Commission has made the following summary of values that have been placed upon The Rhode Island Company system as a result of various investigations, viz.:

"Your attention is respectfully called to the report of the Massachusetts Validation Commission, 1910, with particular reference to a valuation of the Rhode Island Trolley Lines made by Dr. George F. Swain, in which he sets forth the value of the equity in property purchased by the New York, New Haven & Hartford Railroad Company, from The United Gas Improvement Company as follows:

'For the purpose of this report, which is designed to be very conservative, however, the value of these shares is placed at \$6,000,000.'

It should be borne in mind in the consideration of this valuation in connection with the present that the Narragansett Pier Railroad, the Providence and Danielson Railway and the Sea View Railroad have been added by lease to The Rhode Island Company properties since the valuation made by Dr. Swain.

Assuming the \$6,000,000 found by Dr. Swain as a base, and adding the cost of reproduction new of the Narragansett Pier Railroad, the Providence and Danielson Railway and the Sea View Railroad, and also adding the expenditures of The Rhode Island Company upon its own and the other leased lines, we have:

|   |                     |
|---|---------------------|
| Valuation by Dr. Swain.....                                     | \$6,000,000         |
| Cost of reproduction new of Narragansett Pier Railroad.....     | 482,994             |
| Cost of reproduction new of Providence & Danielson Railway..... | 1,331,111           |
| Cost of reproduction new of Sea View Railroad.....              | 742,905             |
| Expenditures by The Rhode Island Company.....                   | 4,442,496           |
| Total.....  | <u>\$12,999,506</u> |

The assets of the entire property were appraised by Dr. Swain at \$23,545,638 as of June 30, 1910, and if this amount is assumed, and the cost of reproduction new of the three lines leased since 1910 and expenditures made since that date are added, we have as the value of the property by this method, \$30,545,144, or an amount exceeding that found by the Commission's Engineers by \$1,578,389. It is found, however, upon an analysis of Dr. Swain's calculations that he has included the item of \$979,951, excluded by your Commission, and if this be deducted from the difference, the remaining discrepancy is but \$598,438, which, considering the amount and complicated nature of the property involved is substantially an agreement.

The total cash investment in the several properties has been found by your Commission to be approximately \$28,679,000. No account is taken, in arriving at this amount, of any guarantees of securities or the assumption of any indebtedness, this sum represents so far as it can be determined by your Commission, the actual amount of cash which was put into the several properties by investors.

We have for the purposes of comparison on the basis of cost of reproduction new, the following:

|  |              |
|--|--------------|
| Commission's Engineers .....                                     | \$28,966,755 |
| Ford, Bacon & Davis.....   | 33,275,184   |
| Validation Commission's report corrected and brought to June 30, |              |
| 1917, as shown above.....  | 29,565,193   |
| Approximate cash invested .....                                  | 28,802,590   |

Considering the independent sources from which these amounts are obtained, the large quantity of property involved and the complexity of the problem and the numerous opportunities afforded for differences of opinion, the agreement is closer than would ordinarily be expected."

(Report of Special Commission, pages 42 and 43.)

The detailed statement of the cost of reproduction new of the properties in question as of November 1, 1916, based upon unit prices obtaining in 1915 and amounting to \$22,773,105, is found upon page 52 of the report of Sloan, Huddle, Feustel and Freeman, Engineers of the Special Commission:

| I. C. C. ACCOUNT.                   | Rhode Island<br>Suburban<br>Ry. Co. | Union<br>R. R. Co. | Pawtucket<br>St. Ry. Co. | Total.       |
|-------------------------------------|-------------------------------------|--------------------|--------------------------|--------------|
| 503 Right of Way.....               | \$97,386                            | \$81,341           | \$128,150                | \$306,877    |
| 503 Other Land .....                | 347,900                             | 257,400            | 20,500                   | 625,800      |
| 504 Grading .....                   | 187,935                             | 491,586            | 84,610                   | 764,114      |
| 505 Ballast .....                   | 459                                 | 101,693            | 1,573                    | 103,725      |
| 506 Ties .....                      | 100,948                             | 224,054            | 48,320                   | 373,322      |
| 507 Rails, Fastenings and Joints..  | 265,393                             | 967,391            | 230,929                  | 1,463,713    |
| 508 Special Work .....              | 96,565                              | 729,470            | 114,484                  | 940,519      |
| 510 Track and Roadway.....          | 151,011                             | 597,701            | 121,279                  | 869,991      |
| 511 Paving .....                    | 141,089                             | 1,423,994          | 332,747                  | 1,897,830    |
| 512 Roadway, Mach. and Tools....    | .....                               | .....              | .....                    | .....        |
| 513 Tunnels and Subways.....        | .....                               | .....              | .....                    | .....        |
| 515 Bridges, Trestles and Culverts  | 59,008                              | 30,693             | 12,318                   | 102,019      |
| 516 Crossings, Fences and Signs..   | 15,467                              | 3,198              | .....                    | 18,665       |
| 517 Signals and Interlocking App.   | 74,616                              | 37,214             | 2,402                    | 114,232      |
| 518 Telephone and Telegraph Lines   | 478                                 | 1,091              | 161                      | 1,730        |
| 519 Poles and Fixtures.....         | 56,623                              | 194,476            | 44,351                   | 295,450      |
| 520 Underground Conduits .....      | 3,460                               | .....              | .....                    | 3,460        |
| 521 Distribution System .....       | 310,577                             | 738,472            | 108,494                  | 1,157,543    |
| 523 Shops and Car Houses.....       | 817,524                             | 945,858            | 21,937                   | 1,785,319    |
| 524 Stations, Misc. Bldgs. & Struc. | 47,079                              | 192,234            | 13,050                   | 252,363      |
| 530 Passenger and Comb. Cars...     | 575,290                             | 1,764,595          | 69,000                   | 2,408,885    |
| 531 Freight, Express & Mail Cars.   | .....                               | 101,900            | .....                    | 101,900      |
| 532 Service Equipment.....          | 41,975                              | 212,217            | 3,200                    | 257,392      |
| 533 Electrical Equipment of Cars.   | 423,840                             | 1,217,600          | 40,250                   | 1,681,750    |
| 534 Locomotives .....               | .....                               | .....              | .....                    | .....        |
| 536 Shop Equipment .....            | 126,747                             | 16,097             | 57                       | 142,901      |
| 537 Furniture .....                 | 7,435                               | 16,607             | 346                      | 24,388       |
| 538 Miscellaneous Equipment.....    | .....                               | .....              | .....                    | .....        |
| 539 Power Plant Buildings.....      | 1,067,520                           | .....              | .....                    | 1,067,520    |
| 540 Substation Buildings .....      | 84,717                              | 41,806             | .....                    | 126,623      |
| 542 Power Plant Equipment.....      | 1,796,539                           | .....              | .....                    | 1,796,539    |
| 543 Substation Equipment .....      | 210,245                             | 90,650             | .....                    | 300,895      |
| 544 Transmission System.....        | 48,033                              | .....              | 18,673                   | 66,706       |
| Total Physical Property....         | \$7,155,859                         | \$10,479,480       | \$1,416,832              | \$19,052,171 |
| Overhead, Stores and Sup-           |                                     |                    |                          |              |
| plies and Working Capital           | 1,402,549                           | 2,057,121          | 261,264                  | 3,720,934    |
| Grand Total .....                   | \$8,558,408                         | \$12,536,601       | \$1,678,096              | \$22,773,106 |

(Report Special Commission, page 52, Engineer's Report.)

Hon. Zenas W. Bliss, Chairman of the Board of Tax Commissioners, who acted as Chairman of the Special Commission, and since 1919 by appointment of the Superior Court has been one of the permanent receivers of The Rhode Island Company, testified as to the present condition of the properties as follows, viz.:

"I should say that the value at the present time was somewhat higher. The valuation made by the Commission was based upon 1915 figures. That particular date was taken because it represented approximately the average figure for a five year period. Of course the average figure for a five year period now would be very much higher; everything figured exactly in the same way on the basis of prices for five years would give a very much higher valuation. The operation of the property for the last two and a half years or two and a quarter has been such that the physical condition of the property has been improved, substantially improved in many instances. Considerable amounts have been spent on ways and structures and repairing rolling stock, and some new machinery has been put into the various plants. I should say the accrued depreciation was very much less during the last two and a quarter years than it has been for a long period prior to receivership. For the first two months of the receivership expenses were kept down very drastically because the receivers didn't know what the returns of the property might be. Under the increased fare granted by this Commission it provided a substantial increase in revenue and the property was from that time on kept up just as well as we knew how to keep it up. Of course no large capital expenditures were made, but current repairs and maintenance have been very well kept up, so that the property itself is in very much better physical condition than it was in 1917 when the report of the Special Commission was made.

THE CHAIRMAN: Do you think based upon 1915 prices the value of the properties is fully up to what it was at the time the report was made?

WITNESS: I should say it was a little more than that, because of the better condition of the property."

(Transcript, Pages 28 and 29.)

Section 4 of the petitioner's act of incorporation contains the following proviso:

"Sec. 4. \* \* \* *Provided, However,* that said corporation shall not issue stocks, bonds or other evidences of indebtedness, to pay for the properties of the companies, hereinbefore mentioned, having a par value in excess of twenty-two million dollars; and such capitalization within said limit, when approved by the public utilities commis-

sion, together with any increase of capitalization made with the approval of said commission for extensions, betterments, improvements or the acquisition of new property, shall, for the purpose of rate making, be taken as the true validation of the property of said corporation used or useful in the public service."

Since the passage of the act of incorporation of the petitioner the Sea View Railroad has abandoned operation and has been sold and junked, and that portion of the Providence and Danielson Railway Company from the Village of North Scituate west has been sold and junked. Portions of the Danielson line from the Providence City Line to North Scituate, and from the Village of Centerdale, North Providence to the Chepachet terminus are still in existence, but have not been operated since October, 1920, and these, together with the lines owned by The Rhode Island Company, viz.: Providence and Burrillville Street Railway Company, Woonsocket Street Railway Company and Columbian Street Railway Company are the only remaining properties that can be included in the new system.

The consent of the Attorney General of Rhode Island to the acquisition by the United Electric Railways Company of the properties of the Union Railroad Company, Rhode Island Suburban Railway Company, Pawtucket Street Railway Company and Providence Cable Tramway Company without the acquisition of the properties above referred to has been granted in accordance with the provisions of Section 3 of the petitioner's act of incorporation.

The issue of securities authorized by the Act for the acquisition of existing properties is limited to \$22,000,000. The petition seeks authority to issue \$20,598,000 for the acquisition of the properties named in the petition.

This will leave available for future issue \$1,402,000 in securities, less such reasonable allowance as must be made for the non-inclusion of the abandoned portions of The Rhode Island Company system, with which to secure the remaining properties.

THEREFORE: Upon petition of the United Electric Railways Company heretofore filed with this Commission asking the approval of the Commission,

## I.

Of the issue by the United Electric Railways Company of

- (a) Its Prior Lien Mortgage Twenty-five Year 4% Gold Bonds, Series B, to the par value of \$1,999,200;
- (b) Its General and Refunding Mortgage Thirty Year 5% Gold Bonds, Series A, of the par value of \$8,100,000;
- (c) Its General and Refunding Mortgage Thirty Year 4% Gold Bonds, Series B, to the par value of \$2,499,000;
- (d) Its Common Capital Stock to the par value of \$7,999,800; the above named securities to be issued for the purpose of enabling said United Electric Railways Company to acquire the properties of the Rhode Island Suburban Railways Company, and its constituent companies, and the properties of the Union Railroad Company, the Pawtucket Street Railway Company and the Providence Cable Tramway Company in the manner set forth in said petition and in the Plan of Reorganization, thereto and to this order annexed, and to consolidate and to operate the same under the provisions of the United Electric Railways Company charter; and

## II.

Of the issue by the United Electric Railways Company for cash and at par of its Prior Lien Mortgage Twenty-five Year 7% Gold Bonds, Series A, to the par value of \$1,000,000 for the purpose of enabling said United Electric Railways Company to rehabilitate the properties to be acquired by it pursuant to the provisions of its charter.

It appearing that notice has been given of the pendency of said petition as required by order of this Commission heretofore entered, now upon hearing and consideration of said petition, it is

*Ordered*, That said petition be granted and that the issue of the stocks and bonds of the United Electric Railways Company of the description and to the amount and for the purposes above set forth be and the same is hereby approved.

June 22, 1921.

No. 594.

Petition of Winston & Company, Incorporated, for consent of the Commission, expressed in writing, to cross certain highways at grade and certain tracks of The Rhode Island Company in the Town of Scituate, Rhode Island.

Upon consideration, it is

*Ordered*, That said Winston & Company, Incorporated, and The Rhode Island Company, Frank H. Swan, Theodore Francis Green and Zenas W. Bliss, Receivers, United Electric Railways Company, or any successor street railway company operating cars over the crossing authorized in and by the Commission's Order No. 593, or any of them, shall maintain said crossing and operate cars and trains thereover upon the following conditions:

1. The street railway company operating cars over said crossing shall stop each car approaching it twenty (20) feet before reaching it, and shall not proceed with any car until the conductor goes ahead to the crossing and sees that the track of said Winston & Company, Incorporated, is clear in both directions.

2. Said Winston & Company, Incorporated, shall erect and maintain "Stop, Look and Listen" signs at said crossing in the manner required by the statutes of the state for steam railroad crossings.

3. Said Winston & Company, Incorporated, shall install and maintain in its railroad a derail switch on the north side of said crossing, at least two hundred (200) feet therefrom and shall install and maintain in its railroad a derail switch on the south side of said crossing at least one hundred (100) feet therefrom, and shall operate said derail switches every time its cars, trains or locomotives or any of them pass over said crossing; but its track shall not be opened by throwing the derail switch or switches until after each car, train or locomotive shall have been brought to a stop before any part thereof shall have reached the nearer derail switch and the flagman hereinafter provided for shall have gone forward to said crossing and shall have ascertained that the street railway track and highway are clear in both directions.

4. No cars, trains or locomotives shall be operated over said crossing on either railroad faster than four (4) miles per hour.

5. Said Winston & Company, Incorporated, shall provide a flagman for each movement of any car, train or locomotive over said crossing and highway.

6. All movements of cars, trains or locomotives by said Winston & Company, Incorporated, over said crossing, shall be made between the hours of sunrise and sunset, or between the hours of sunset and sunrise after the street railway car making the last scheduled run after sunset on the Crompton-Hope line shall have passed over said crossing and before any other street railway car making the first scheduled run on said line before sunrise shall have passed over said crossing.

7. Said Winston & Company, Incorporated, shall carry, over said crossing, no passengers or workmen other than workmen necessary for the installation and maintenance of its track and the operation of its trains.

8. The street railway company operating cars over said crossing shall install and maintain a safe and proper crossing frog at the point of said crossing at the expense of said Winston & Company, Incorporated.

June 22, 1921.

No. 594½.

Petition of the New England Telephone and Telegraph Company for permission to file on less than statutory notice and adoption without change of the rates and charges of the Providence Telephone Company, effective July 1, 1921.

This petition sets forth that the New England Telephone and Telegraph Company is the owner of all of the shares of capital stock of the Providence Telephone Company. The General Assembly of the State of Rhode Island, by an act entitled "An Act Authorizing the New England Telephone and Telegraph Company to Acquire and Operate Certain Telephone and Telegraph Lines Within the State of Rhode Island", House Bill 743-A, Resolution No. 4, approved April 12, 1921, authorized the purchase by the New England Telephone and Telegraph Company of all the rights, property, privileges or franchises of the Providence Telephone Company and it is proposed to exercise this right as of July 1, 1921.

Upon consideration, it is



*Ordered*, That, for good cause shown, said New England Telephone and Telegraph Company, be and the same hereby is authorized to file on less than statutory notice an adoption without change of the rates and charges of the Providence Telephone Company, effective July 1, 1921.

June 28, 1921.

No. 595.

It appearing that the General Assembly by an act entitled, "An Act Authorizing the New England Telephone and Telegraph Company to Acquire and Operate Certain Telephone and Telegraph Lines Within the State of Rhode Island", House Bill 743, Substitute "A"—Resolution No. 4, approved April 12, 1921 authorized the purchase by the New England Telephone and Telegraph Company of all the rights, property, privileges or franchises of the Providence Telephone Company and that it is proposed to exercise this right as of July 1, 1921 and that the New England Telephone and Telegraph Company proposes to establish an operating division for the State of Rhode Island and to allocate the accounts to the property in Rhode Island in such manner and detail as the Public Utilities Commission may require.

Upon consideration, it is

*Ordered*, That the New England Telephone and Telegraph Company furnish a balance sheet of the Providence Telephone Company as of the close of business June 30, 1921 and shall file in the office of the Public Utilities Commission on or before March 31 in each year, a statement allocating its accounts to its property in Rhode Island, showing as of December 31 of the previous year its fixed capital in Rhode Island, sub-divided as provided by the Interstate Commerce Commission from time to time, into accounts which now appear under the following headings:

- Right-of-way,
- Land,
- Buildings,
- Central office telephone equipment,
- Other equipment of central offices,
- Station apparatus,
- Station installations,

Interior block wires,  
Private branch exchanges,  
Booths and special fittings,  
Exchange pole lines,  
Exchange aerial cable,  
Exchange aerial wire,  
Exchange underground conduits,  
Exchange underground cable,  
Exchange submarine cable,  
Toll pole lines,  
Toll aerial cable,  
Toll aerial wire,  
Toll underground conduit,  
Toll underground cable,  
Toll submarine cable,  
Office furniture and fixtures,  
General shop equipment,  
General store equipment,  
General stable and garage equipment,  
General tools and implements,  
Interest during construction,

also its income account applicable to the State of Rhode Island for the year ending December 31 of the previous year, sub-divided under the following headings:

Telephone operating revenues,  
Telephone operating expenses,  
Other operating revenues,  
Other operating expenses,  
Uncollectable operating revenues,  
Taxes assignable to operations,  
Deductions from net operating revenues,

and also an analysis of charges made during the year to Reserve for Accrued Depreciation on account of Tangible Fixed Capital in Rhode Island.

June 28, 1921.

No. 595½.

Petition of The New York, New Haven and Hartford Railroad Company for permission to abolish the agency at Elmwood, R. I.

It appearing that petitioner desires to abolish the ticket agency at Elmwood, R. I. on account of the small amount of business handled

there, and from the records of the Company for a twelve month period ending April 21, 1921, the monthly receipts at that station are as follows:

|           |           |         |
|-----------|-----------|---------|
| May       | 1920..... | \$70.72 |
| June      | " .....   | 44.74   |
| July      | " .....   | 41.79   |
| August    | " .....   | 45.60   |
| September | " .....   | 48.18   |
| October   | " .....   | 72.31   |
| November  | " .....   | 78.45   |
| December  | " .....   | 86.21   |
| January   | 1921..... | 72.62   |
| February  | " .....   | 84.49   |
| March     | " .....   | 67.51   |
| April     | " .....   | 55.03   |

It further appearing that the ticket agent's salary amounted to \$29.88 per week and also that nothing other than ticket sales is involved at this station.

Upon consideration, it is

*Ordered*, That, for good cause shown, said The New York, New Haven and Hartford Railroad Company be and the same is hereby authorized to discontinue the agency at Elmwood, R. I., provided, however, that said Company arrange for said station to be kept open for trains substantially as is now done by the present agent at that station, said discontinuance to become effective June 29, 1921.

June 29, 1921.

No. 596.

Petition of The Rhode Island Company, Frank H. Swan, Theodore Francis Green, Zenas W. Bliss, Receivers, *Re* Withdrawal of Tariffs and Effective Date Thereof.

This petition sets forth that your petitioners, The Rhode Island Company, Frank H. Swan, Theodore Francis Green, Zenas W. Bliss, Receivers, respectfully show that:

United Electric Railways Company, a corporation created and organized under an Act of the General Assembly of the State of Rhode Island, etc., has duly demanded the surrender of possession to it by your petitioners, at midnight July 8-9, 1921, of the properties

heretofore operated by them of Union Railroad Company, Providence Cable Tramway Company, Pawtucket Street Railway Company and Rhode Island Suburban Railway Company.

Wherefore your petitioners pray your Honorable Commission for an order permitting them to file notices of withdrawal in full of R. I. P. U. C. tariffs Freight Department Nos. 48, 121, 125, 135, 142, 145, 160, 166, 179, 185, 186, 187, 190, 207, 212, 217, 218a, 221, 222, 224, 225, 226, 227, 229, 230, 231, 232, 233 and Passenger Department Nos. 49, 73, 75, 76 and in part of R. I. P. U. C. tariffs Passenger Department Nos. 72, 77, 79, now in effect upon said properties, and making said notices of withdrawal effective within less time than thirty (30) days, to wit, on the 9th day of July, A. D. 1921, upon one (1) day's notice to the Commission and to the public, all as provided in Section 48 of Chapter 795 of the Public Laws of 1912 as amended by Chapter 1651 of the Public Laws of 1918.

Upon consideration, it is

*Ordered*, That, for good cause shown, said The Rhode Island Company, Frank H. Swan, Theodore Francis Green, Zenas W. Bliss, Receivers, be and the same hereby is authorized to withdraw tariffs as set forth in the petition and within less time than thirty days', to wit, on the ninth day of July, A. D. 1921, upon one day's notice to the Commission and to the public.

July 7, 1921.

No. 597.

Petition of United Electric Railways Company *Re* Adoption of Tariffs and Effective Date Thereof.

This petition sets forth the following:

1. It has, in the exercise of its charter powers, acquired all of the properties of Union Railroad Company, Providence Cable Tramway Company, Pawtucket Street Railway Company and Rhode Island Suburban Railway Company.
2. It has duly demanded surrender of possession of said properties to it by Frank H. Swan, Theodore Francis Green and Zenas W. Bliss, Receivers of The Rhode Island Company, at midnight July 8-9, 1921.

Wherefore your petitioner prays your Honorable Commission for an order permitting it to file notices of adoption in full of R. I. P. U. C. tariffs Freight Department Nos. 48, 121, 125, 135, 142, 145, 160, 166, 179, 185, 186, 187, 190, 207, 212, 217, 218a, 221, 222, 224, 225, 226, 227, 229, 230, 231, 232, 233 and Passenger Department Nos. 44, 49, 73, 75, 76, 79 and in part of R. I. P. U. C. tariffs Passenger Department Nos. 72, 77, now in effect upon said properties, and making said notices of adoption, without change, effective within less time than thirty (30) days, to wit, on the 9th day of July, A. D. 1921, upon one (1) day's notice to the Commission and to the public, all as provided in Section 48 of Chapter 795 of the Public Laws of 1912 as amended by Chapter 1651 of the Public Laws of 1918.

Upon consideration, it is

*Ordered*, That, for good cause shown, said United Electric Railways Company be and the same hereby is authorized to file notices of adoption of tariffs as set forth in the petition and making said notices without change effective within less time than thirty days, to wit, on the 9th day of July, A. D. 1921, upon one day's notice to the Commission and the public.

July 7, 1921.

No. 598.

Petition of United Electric Railways Company for permission to be permitted to furnish the Providence Boys' Club with chartered cars at the tariff rate for charitable organizations, with the exception that the Company be permitted to carry more than the prescribed number of persons under the tariffs, because many of these boys are small, and while the seating capacity of the car is based upon five persons for each bench, they in many instances can seat six or seven on each bench.

It appearing that no boys will be allowed to ride on the cars who cannot be seated.

It further appearing that from the character of the work that the Providence Boys' Club is carrying on and from the circumstances of this outing it does not appear to be against public safety as set forth in Section 23 of Chapter 795 of the Public Laws of 1912.

Upon consideration, it is

*Ordered*, That, for good cause shown, said United Electric Railways Company be and the same hereby is authorized to file tariff for chartered cars for use of the Providence Boys' Club at rate for charitable organizations, with the exception that the Company be permitted to carry more than the prescribed number of persons specified in tariff R. I. P. U. C. No. 79, with provision that no boys will be allowed to ride on the cars who cannot be seated. Said tariff to be filed with this Commission and become effective on less than the statutory provisions and notice to the Commission for transportation to the Providence Boys' Club on Thursday, July 14, 1921 between Providence and Crescent Park and return in accordance with the petition.

July 13, 1921.

No. 599.

Petition of the City of Cranston by resolution of the City Council Number 79, passed April 15, 1921, approved April 15, 1921, that this City Council hereby petitions the Public Utilities Commission of the State of Rhode Island to instruct the New York, New Haven and Hartford Railroad Co. to install, erect, operate and maintain a signal or warning device known as the Morrison Highway Signal, (a sample of which is installed at present date at the Darlington Railroad Crossing), over the grade crossing of the New York, New Haven and Hartford Railroad at Park Avenue. Also petition of The New York, New Haven and Hartford Railroad Company by R. D. Fitzmaurice, General Superintendent, for permission to install, erect, operate and maintain a signal of the type known as the "Morrison Highway Signal", at the grade crossing of The New York, New Haven and Hartford Railroad at Park Avenue in the City of Cranston and thereafter to remove the two crossing flagmen now located at said Park Avenue.

Description of signal filed with the latter petition is shown on blue print entitled "Visual Highway Crossing Signals, AM-1184, dated April 19, 1921", also in greater detail in Exhibits 1 and 2 filed by the Company with the petition.

Upon consideration, it is

*Ordered*, That, for good cause shown, said The New York, New Haven and Hartford Railroad Company be and it hereby is permitted to install, maintain and operate for a period of six months and until the further order of the Commission, in substitution for the present form of crossing protection by flagmen, at the Park Avenue Crossing, in the City of Cranston, the Morrison Highway Signal, description and plan of which have been filed with the Commission.

July 13, 1921.

No. 600.

Petition of Newport County Electric Company for permission to put into effect on short notice tariff R. I. P. U. C. Number 34, chartered car rates, effective July 24, 1921.

It appearing that the Company proposes to make certain changes in the charges now made for chartered cars as set forth in the schedule and short notice is requested in this case in order that the general public may receive the immediate benefit of same, as the rates to be filed are lower than the existing rates.

Upon consideration, it is

*Ordered*, That, for good cause shown, said Newport County Electric Company be and the same hereby is authorized to put into effect without the statutory publication and notice to the Commission, tariff R. I. P. U. C. Number 34, chartered car rates, same to become effective July 24, 1921.

July 23, 1921.

No. 601.

Petition of United Electric Railways Company for approval and issue of securities.

Upon consideration, it is

*Ordered*, That said petition be continued to the 10th day of August, A. D. 1921, at eleven o'clock A. M., and that the petitioner publish the following notice, (1) four times prior to the date of said hearing in the Providence Daily Journal, Providence Evening Tribune and Providence Daily News, (2) four times prior to the date of said hearing in the Pawtucket Times, (3) four times prior to the date of

said hearing in the Woonsocket Call, (4) once prior to the date of said hearing in the Pawtuxet Valley Daily Times, and (5) once prior to the date of said hearing in the Bristol Phoenix :

STATE OF RHODE ISLAND.

PUBLIC UTILITIES COMMISSION.

PUBLIC HEARING.

PETITION OF UNITED ELECTRIC RAILWAYS COMPANY.

The United Electric Railways Company having filed with the undersigned Public Utilities Commission a petition praying for the entry of an order by the Commission, approving the issue by the petition of certain bonds and stock as set forth in detail in said petition on file with the Commission, reference to which is hereby expressly made,—the securities in question to be issued for the purpose of enabling the petitioner to acquire the properties mentioned in said petition in the manner therein and in a certain plan and agreement annexed thereto set forth, and to consolidate and operate the same with other properties heretofore acquired by the petitioner under the provisions of the petitioner's charter,—

Notice is hereby given that a public hearing upon said petition will be held by the Commission at its office, Room 122, State House, Providence, R. I., on the 10th day of August, A. D. 1921, at eleven o'clock A. M., at which time any person interested therein may be heard.

PUBLIC UTILITIES COMMISSION OF RHODE ISLAND.

By

(Signed) GEORGE A. CARMICHAEL,

*Secretary.*

July 25, 1921.

No. 602.

Petition of Winston & Company, Inc., for permission to substitute a more accurate map or plan.

It appearing that blueprint dated May 31, 1921, entitled, "Sketch showing proposed construction railroad of Winston & Company, Inc., from The New York, New Haven and Hartford Railroad near



Jackson, crossing public highways to Kent Dam," does not show the proposed locations and proposed crossings in sufficient detail and it is proposed to submit a blueprint or plan which does show these things more accurately.

Upon consideration, it is

*Ordered*, (Supplementary to Orders 593 and 594½): That, for good cause shown, said Winston & Company, Inc., be and the same hereby is permitted to substitute in lieu of blueprint dated May 31, 1921, a map or plan dated June 13, 1921, entitled "Map showing proposed construction railroad of Winston & Company, Inc., crossing trolley track of The Rhode Island Company near Hope, R. I."

July 30, 1921.

No. 603.

Petition of Providence, Fall River and Newport Steamboat Company for permission to file tariff on automobiles between Providence and New Shoreham on short notice.

It appearing that the Company desires to change its rates on automobiles between those points and that on account of the short season remaining, permission is asked to put the tariff into effect immediately, rather than to wait the statutory time of thirty days.

Upon consideration, it is

*Ordered*, That, for good cause shown, said Providence, Fall River and Newport Steamboat Company be and the same hereby is authorized to put into effect without the statutory publication and notice to the Commission, tariff R. I. P. U. C. Number 6, Supplement to Number 6, rates on automobiles between Providence and New Shoreham.

August 6, 1921.

No. 604.

Petition of United Electric Railways Company for authorization of issue of bonds and capital stock. Affidavit of Mr. Kenneth J. Tanner, an associate of the firm of Edwards and Angell, attorneys for petitioners setting forth that pursuant to an order of this Commission that a copy of notice annexed to the affidavit and marked "Exhibit A" was published four times in the Provi-

dence Daily Journal, Providence Evening Tribune, four times in the Providence Daily News, four times in the Pawtucket Times, four times in the Woonsocket Call, to wit, on July 28, 30 and August 2 and 5, 1921, in each newspaper; once in the Pawtucket Valley Daily Times, to wit, on August 4, 1921, and once in the Bristol Phoenix, to wit, on August 2, 1921.

The Commission at 11 A. M. proceeded with the hearing in the above petition. Present: Mr. E. O. Card, Nicholas Winsor, Hon. Howard Farnum, Hon. Franklin Colwell, Hon. Frank F. Davis, Charles E. Salisbury, Esq., and Mr. Walter F. Angell, representing the petitioners. On motion of Mr. Angell the hearing is postponed until Monday, the nineteenth day of September, 1921, at 11 o'clock A. M., and it appearing that the matter could not be properly presented to the Commission at the present time on account of the absence on vacations of some of the reorganization committee and directors of the United Electric Railways Company.

Upon consideration, it is

*Ordered*, That the hearing upon said petition be postponed until Monday, the 19th day of September, 1921, at 11 o'clock A. M., and that the petitioner give notice of this postponement by publishing in two issues of each of the newspapers in which the original notice of said hearing was published a copy of the following notice, viz.:

STATE OF RHODE ISLAND  
PUBLIC UTILITIES COMMISSION

PUBLIC HEARING

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PETITION OF UNITED ELECTRIC RAILWAYS COMPANY

The United Electric Railways Company having filed with the undersigned Public Utilities Commission a petition praying for the entry of an order by the Commission, approving the issue by the petitioner of certain bonds and stock as set forth in detail in said petition on file with the Commission, reference to which is hereby expressly made,—the securities in question to be issued for the purpose of enabling the petitioner to acquire the properties mentioned

in said petition in the manner therein and in a certain plan and agreement annexed thereto set forth, and to consolidate and operate the same with other properties heretofore acquired by the petitioner under the provisions of the petitioner's charter,—

Notice is hereby given that a public hearing upon said petition will be held by the Commission at its office, Room 122, State House, Providence, R. I., on the 10th day of August, A. D., 1921, at eleven o'clock A. M., at which time any person interested therein may be heard.

PUBLIC UTILITIES COMMISSION OF RHODE ISLAND,

By

(Signed) GEORGE A. CARMICHAEL,

Secretary.

August 10, 1921.

No. 605.

Petitioners represent that the United Electric Railways Company, a corporation created and organized under an Act of the General Assembly of the State of Rhode Island, etc., has acquired through purchase, the Woonsocket Division of The Rhode Island Company, which Division includes the properties of the Woonsocket Street Railway Company, Columbian Street Railway Company and Providence & Burrillville Street Railway Company, and has duly demanded the surrender to it of possession of said properties by your petitioners, at midnight (day-light saving time) August 19-20, 1921, and

Wherefore your petitioners pray for an order of this Commission permitting them to file notices of withdrawal in full of R. I. P. U. C. Tariffs Nos. 44, 72, 77, 79, now in effect upon said properties, and making said notices of withdrawal effective within less time than thirty (30) days, to wit, on the 20th day of August, A. D. 1921, upon one (1) day's notice to the Commission and to the public, all as provided in Section 48 of Chapter 795 of the Public Laws of 1912 as amended by Chapter 1651 of the Public Laws of 1918.

Upon consideration, it is

*Ordered*, That, for good cause shown, said The Rhode Island

Company, Frank H. Swan, Theodore Francis Green, Zenas W. Bliss, Receivers, be and the same hereby is permitted to file notices of withdrawal of tariffs as set forth in the petition without the statutory publication and notice to the Commission, said notices of withdrawal to become effective on the twentieth day of August, A. D. 1921.

August 24, 1921.

No. 606.

Petition of United Electric Railways Company re adoption of tariffs and effective date thereof.

The petitioner represents that:

1. It has, in the exercise of its charter powers, acquired all of the properties of the Woonsocket Division of The Rhode Island Company, which Division includes the properties of Woonsocket Street Railway Company, Columbian Street Railway Company and Providence & Burrillville Street Railway Company.

2. It has duly demanded surrender of possession of said properties to it by Frank H. Swan, Theodore Francis Green, Zenas W. Bliss, Receivers of The Rhode Island Company, at midnight (day-light saving time) August 19-20, 1921.

Wherefore the petitioners pray this Commission for an order permitting it to file notices of adoption in full of R. I. P. U. C. Tariff No. 77, and in part of R. I. P. U. C. Tariff No. 72, which tariffs are now in effect upon said properties, and making said notices of adoption, without change, effective within less time than thirty (30) days, to wit, on the 20th day of August, A. D. 1921, upon one (1) day's notice to the Commission and to the public, all as provided in Section 48 of Chapter 795 of the Public Laws of 1912 as amended by Chapter 1651 of the Public Laws of 1918.

Upon consideration, it is

*Ordered*, That, for good cause shown, said United Electric Railways Company be and the same is hereby authorized to file notices of adoption as set forth in petition, same to become effective without the statutory publication and notice to the Commission, to wit, on the twentieth day of August, A. D. 1921.

August 24, 1921.

No. 607.

Petition of the New England Steamship Company and The New York, New Haven and Hartford Railroad Company by W. L. Pratt, their Agent, that they be permitted to publish on three (3) days' notice after the filing thereof with the Public Utilities Commission of the State of Rhode Island under Agent W. L. Pratt's R. I. P. U. C. number of master tariff containing the usual tariff requirements and provisions for the carrying out of the so-called "certificate plan arrangement" under which passengers attending conventions and other special occasions purchase one-way tickets to destination, and on the return, on presentation of the proper certificate, are allowed to purchase tickets at a reduced fare to point of origin; also to contain a provision for similar round-trip fares confined to members of a society or organization, upon presentation of identification certificates, at a reduced rate from point of origin to destination and return to point of origin.

In either case the actual fares will be determined by the use of a table instead of specific fares between certain points.

In connection with the master tariff or tariffs, consecutively numbered special fare bulletin tariffs and supplements thereto to be issued, and to make cross reference to the master tariff or tariffs by R. I. P. U. C. number. Said special fare bulletin tariffs to contain respectively a list of conventions or special occasions for which the reduced fare arrangements will apply upon either the certificate plan or the round-trip identification certificate plan. These lists to contain detailed information as to places and dates of meetings, names of organizations, dates of sale, return limits, etc.

The said tariffs to conform with the requirements excepting that supplementing is proposed to a tariff issued for an excursion limited to a designated period of less than thirty (30) days.

The proposed rates of fare are intended to be published in tariffs or tariff and special fare bulletins as above proposed, and will supersede and take the place of fares on like traffic to and from points within the State of Rhode Island which are now published in one-way tariffs on file with the Commission.

At the present time no reductions are made for conventions by the lines referred to in this petition.

And your petitioner further bases such request upon the following facts, which present certain special circumstances and conditions justifying the request herein made:

The master tariff or tariffs are designed as permanent tariffs to serve the purposes of simplicity and economy, and to remain in effect until lawfully canceled.

The special fare bulletin is the medium through which the reduced fares for any particular convention or special occasion are made operative.

The method proposed is that at present in effect generally throughout the United States, and with the institution of reduced fares for conventions and special occasions of like character by the carriers in New England, the publication of the tariffs as proposed will enable the carriers to make available for the public the reduced fares promptly and economically.

Application has been made to the Interstate Commerce Commission and other State Commissions for special permission so that the carriers represented herein may place in effect the reduced fares on or soon after September 1, 1921.

Exhibit "A" shows the general form of tariff and special fare bulletin tariffs which it is proposed to issue.

Upon consideration, it is

*Ordered*, That, for good cause shown, said the New England Steamship Company and The New York, New Haven and Hartford Railroad Company, by W. L. Pratt, their Agent, be permitted to file without the statutory publication and notice to the Commission, a master tariff as described in and for the purpose outlined in the petition, said tariff to become effective on three days' notice after the filing thereof with this Commission.

August 31, 1921.

No. 608.

Petition of Newport Electric Corporation for approval and issue of securities.

Upon consideration, it is

*Ordered*, That said petition be continued to the 12th day of September, A. D. 1921, at eleven o'clock A. M., and that the petitioner publish the following notice, three times prior to the date of said hearing in a newspaper published in the City of Newport.

STATE OF RHODE ISLAND  
PUBLIC UTILITIES COMMISSION  
PUBLIC HEARING

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PETITION OF NEWPORT ELECTRIC CORPORATION

The Newport Electric Corporation having filed with the undersigned Public Utilities Commission a petition praying for the entry of an order by the Commission, approving the issue by the petitioner of one hundred and sixty thousand dollars (\$160,000) of the seven per cent notes of that Corporation to be dated October 1, 1921, and maturing as follows:

\$ 20,000 October 1, 1922,  
20,000 October 1, 1923,  
20,000 October 1, 1924,  
100,000 October 1, 1925,

and not to exceed one hundred and sixty thousand dollars (\$160,000) of eight per cent notes to be dated October 1, 1921 and maturing October 1, 1927, as set forth in detail in said petition on file with the Commission, reference to which is hereby expressly made,—the securities in question to be issued for the purpose of carrying out the plan or reorganization as set forth in letter to the stockholders dated August 6, 1921, a copy of which is annexed to the petition.

Notice is hereby given that a public hearing upon said petition will be held by the Commission at its office, Room 122, State House, Providence, R. I., on the 12th day of September, A. D. 1921, at eleven o'clock A. M. at which time any person interested therein may be heard.

August 31, 1921.

No. 609.

Petition of United Electric Railways Company in the matter of furnishing chartered cars, at special rates to delegates to the Convention of United Association of Plumbers and Steamfitters of the United States and Canada.

United Electric Railways Company respectfully shows:

1. That the United Association of Plumbers and Steamfitters of the United States and Canada is to hold a convention in the City of Providence during the week beginning September 19, 1921;

2. That it is represented to your petitioner by Mr. Christopher M. Dunn, Deputy Commissioner of Labor, that said United Association of Plumbers and Steamfitters of the United States and Canada is at this time short of funds owing to the fact that many of its members are now out of employment, due to business depression; that Crescent Park has been decided upon as the place for an outing because the cost of trolley transportation thither would not be too heavy a burden on the members; that he personally made great effort at the last convention to have this convention held in Providence; and that under all the circumstances he felt justified in requesting your petitioner to furnish the number of chartered cars required for the transportation of the delegates to said convention to Crescent Park and return;

3. That your petitioner desires to accede to said request both because of the public interest in the holding of National conventions in this state and because the season of excursions to Crescent Park is practically ended;

4. That the furnishing of a sufficient number of special cars, probably eight, to transport said delegates to Crescent Park and return on Thursday, September 22, 1921, at the same rate allowed by the published tariffs to charitable institutions, to wit, eighty-five per cent. (85%) of said published tariffs, making the net cost per car \$25.25 plus the war tax, under the terms and conditions in said tariffs specified, is just and reasonable and is required in the interest of the public, and is not unjustly discriminatory;

Wherefore your petitioner prays that your Honorable Commission give your approval to the furnishing by your petitioner to the dele-



gates to said convention of a sufficient number of chartered cars, probably eight, to transport said delegates to Crescent Park and return on Thursday, September 22, 1921, at the same rate allowed by the published tariffs to charitable institutions, to wit, eighty-five per cent (85%) of said published tariffs, under the terms and conditions in said tariffs specified.

Upon consideration, it is

*Ordered*, That, for good cause shown, said United Electric Railways Company be and the same hereby is authorized to furnish a sufficient number of cars for the transportation of the delegates to said convention to Crescent Park and return on Thursday, September 22, 1921, as set forth in said petition.

September 16, 1921.

No. 610.

Petition of Newport Electric Corporation, formerly Newport and Fall River Street Railway Company, asking for the approval of the Public Utilities Commission to issue certain securities.

Upon consideration, it is

*Ordered*, Upon petition of Newport Electric Corporation, formerly Newport and Fall River Street Railway Company, asking that the Public Utilities Commission of Rhode Island approve:—

(1) The issue of \$160,000 Seven Per Cent Notes of the Newport Electric Corporation, to be dated October 1, 1921, maturing as follows:

\$ 20,000 October 1, 1922,  
20,000 October 1, 1923,  
20,000 October 1, 1924,  
100,000 October 1, 1925,

said Notes to be secured by a deposit with the Trustee of \$240,000 Four and One-Half Per Cent bonds of said Newport Electric Corporation now held in the Treasury;

(2) Also an issue not to exceed \$160,000, Eight Per Cent Notes of the Newport Electric Corporation to be dated October 1, 1921, and maturing October 1, 1927. Forty Thousand Dollars of this

issue is to be paid to the Newport County Electric Company for the unpaid interest due on \$240,000, First Mortgage bonds, which matured August 1, 1918, and which are now held by the re-organization Committee of the Bay State Street Railway.

One Hundred Twenty Thousand Dollars are to be offered to Stockholders at par, in proportion of ten per cent of their holdings, and the proceeds up to \$80,000 are to be used to make cash payment of \$80,000 on the First Mortgage Bonds which were due August 1, 1918, according to the plan set forth in the letter to the stockholders of the Newport Electric Corporation, dated August 6, 1921, a copy of which is annexed to the petition.

THAT THE PUBLIC UTILITIES COMMISSION APPROVE the purpose of the issues set forth as above and according to the plan set forth in a letter to the stockholders of the Newport Electric Corporation, dated August 6, 1921, copy of which is annexed to the petition, and further approve the terms and conditions and the proposed form and manner of execution of the said obligations as set forth in Exhibits "E" and "F" as presented by the petitioner.

September 19, 1921.

No. 611.

Petition of United Electric Railways Company for approval and issue of additional securities.

This matter came on to be heard this 19th day of September, A. D. 1921, and upon motion of counsel for the petitioner, it is

*Ordered*, That the hearing upon said petition be postponed until Tuesday, the 18th day of October, 1921, at eleven o'clock A. M., and that the petitioner give notice of this postponement by publishing in two issues of each of the newspapers in which the original notice of said hearing was published, a copy of the following notice, viz.:

STATE OF RHODE ISLAND  
PUBLIC UTILITIES COMMISSION  
PUBLIC HEARING

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PETITION OF UNITED ELECTRIC RAILWAYS COMPANY

The United Electric Railways Company having filed with the undersigned Public Utilities Commission a petition praying for the

entry of an order by the Commission, approving the issue by the petitioner of certain bonds and stock as set forth in detail in said petition on file with the Commission, reference to which is hereby expressly made,—the securities in question to be issued for the purpose of enabling the petitioner to acquire the properties mentioned in said petition in the manner therein and in a certain plan and agreement annexed thereto set forth, and to consolidate and operate the same with other properties heretofore acquired by the petitioner under the provisions of the petitioner's charter,—

Notice is hereby given that a public hearing upon said petition will be held by the Commission at its office, Room 122, State House, Providence, R. I., on the 10th day of August, A. D. 1921, at eleven o'clock A. M., at which time any person interested therein may be heard.

PUBLIC UTILITIES COMMISSION OF RHODE ISLAND

By

(Signed) GEORGE A. CARMICHAEL,

Secretary.

September 19, 1921.

No. 612.

Petition of Newport County Electric Company for authority to put into effect reduction in rates for furnishing electric current for lighting and power purposes.

It appearing from the petition that the Company proposes to make certain changes in rates for the above purposes and said changes are set out in the schedules annexed to the petition and as all these schedules are less than the rates now in effect, the Company petitions this Commission that they be approved to become effective as of October 1, 1921.

Upon consideration, it is

*Ordered*, That, for good cause shown, said Newport County Electric Company be and the same hereby is authorized to put into effect without the statutory publication and notice to the Commission the following tariffs: R. I. P. U. C. Numbers 35, 36, 37, 38 and 39.

September 21, 1921.

No. 613.

Petition of Tiverton Gas Company for permission to file tariff reducing the price of gas ten cents a thousand feet beginning October first and also to add a service charge of fifty cents a month on pre-payment meters only.

Upon consideration, it is

*Ordered*, That, for good cause shown, said Tiverton Gas Company be and the same hereby is authorized to put into effect without the statutory publication and notice to the Commission, tariff R. I. P. U. C. Number 7, cancelling R. I. P. U. C. Number 6.

September 28, 1921.

No. 614.

Petition of Narragansett Electric Lighting Company for permission to put into effect on short notice tariff for the purpose of changing Fuel Clauses filed as Standard Contract Riders Nos. 9 and 10 so that the rates effected thereby will be influenced each month by varying fuel costs instead of for periods of three months each under the present clauses.

This petition sets forth that this change will make rates more responsive to varying fuel costs and will also enable the Company to render its bills earlier in the month than at present, as the fuel cost to be used in determining the rate for any month will be the cost of fuel for the second month next preceding.

Upon consideration, it is

*Ordered*, That, for good cause shown; said Narragansett Electric Lighting Company be and the same hereby is authorized to put into effect without the statutory publication and notice to the Commission, Supplement 1 to R. I. P. U. C. Number 100, for the purpose as set forth in the petition.

September 28, 1921.

No. 615.

Petition of Bristol County Gas and Electric Company for permission to put into effect on short notice tariff for the purpose of changing Fuel Clauses filed as Standard Contract Riders, Nos. 9 and 10, so that the rates effected thereby will be influenced

each month by varying fuel costs instead of for periods of three months each under the present clauses.

This petition sets forth that this change will make rates more responsive to varying fuel costs and will also enable the Company to render its bills earlier in the month than at present, as the fuel cost to be used in determining the rate for any month, will be the cost of fuel for the second month next preceding.

Upon consideration, it is

*Ordered*, That, for good cause shown, said Bristol County Gas and Electric Company be and the same hereby is authorized to put into effect without the statutory publication and notice to the Commission, Supplement 1 to R. I. P. U. C., Number 54, for the purposes as set forth in the petition.

September 28, 1921.

No. 616.

Petition of Wickford Light and Water Company for permission to put into effect on short notice tariff for the purpose of changing Fuel Clauses filed as Standard Contract Riders, Nos. 9 and 10, so that the rates effected thereby will be influenced each month by varying fuel costs instead of for periods of three months each under the present clauses.

This petition sets forth that this change will make rates more responsive to varying fuel costs and will also enable the Company to render its bills earlier in the month than at present, as the fuel cost to be used in determining the rate for any month, will be the cost of fuel for the second month next preceding.

Upon consideration, it is

*Ordered*, That, for good cause shown, said Wickford Light and Water Company be and the same hereby is authorized to put into effect without the statutory publication and notice to the Commission, Supplement 6 to R. I. P. U. C., Number 14, for the purposes as set forth in the petition.

September 28, 1921.

No. 617.

Petition of Narragansett Pier Electric Light and Power Company for permission to put into effect on short notice, tariff for the purpose of changing Fuel Clauses filed as Standard Contract Riders, Nos. 9 and 10, so that the rates effected thereby will be influenced each month by varying fuel costs instead of for periods of three months each under the present clauses.

This petition sets forth that this change will make rates more responsive to varying fuel costs and will also enable the Company to render its bills earlier in the month than at present, as the fuel cost to be used in determining the rate for any month, will be the cost of fuel for the second month next preceding.

Upon consideration, it is

*Ordered*, That, for good cause shown, said Narragansett Pier Electric Light and Power Company be and the same hereby is authorized to put into effect without the statutory publication and notice to the Commission, Supplement 6 to R. I. P. U. C., Number 17, for the purposes as set forth in the petition.

September 28, 1921.

No. 618.

Petition of United Electric Railways Company for approval of relocation of turnout in Cass Avenue, Woonsocket.

United Electric Railways Company respectfully petitions your Honorable Commission for your approval of the relocation of a turnout located in Cass Avenue, in the City of Woonsocket, in the County of Providence, and of the erection and maintenance of poles and wires for the operation of cars over said relocated turnout by the overhead single trolley electric system, said relocated turnout to be located as follows: Beginning at a point in the existing main track in said Cass Avenue about twenty-eight (28) feet south of the southerly line of Dulude Avenue, thence extending southerly in said Cass Avenue three hundred (300) feet to a point in said main track, all substantially as shown in red on the accompanying plan No. 11192-B-8; also for your consent, expressed in writing, to the laying and maintaining of said relocated turnout across the streets, highways and traveled ways as shown on said plan.

Upon consideration, it is

*Ordered*, That the approval of the Commission be and the same hereby is given of the relocation by said United Electric Railways Company of the turnout located in Cass Avenue, in the City of Woonsocket, and of the erection of poles and wires for the operation of cars over said relocated turnout by the overhead single trolley electric system as shown on that certain plan No. 11192-B-8 accompanying said petition;

And also that the consent of the Commission, expressed in writing, be and the same hereby is given to said United Electric Railways Company to lay and maintain said relocated turnout across those certain streets, highways, turnpikes and traveled ways at grade as shown on said plan.

September 28, 1921.

No. 619.

Petition of The New York, New Haven and Hartford Railroad Company, by its Attorney, E. J. Phillips to use New Standard Guard Rail.

Respectfully represents your petitioner that it has adopted a new standard 8 ft. 3 in. guard rail for frogs for use in yard service only; that the new guard rail provides for a 12 in. filler block bolted at ends of guard rail between it and the track running rail, and plan is shown on blueprint entitled: "N. Y., N. H. & H. R. R. Standard S-721 8'-3" Guard Rail (For Yard Use Only), Scale  $\frac{1}{2}$ "-1'0";  $1\frac{1}{2}$ "-1'0" August 9, 1921," and approved by W. J. Backes, Engineer Maintenance of Way; Edward Gagel, Chief Engineer; C. L. Bardo, General Manager; E. J. Pearson, President.

Wherefore your petitioner prays that your Honorable Board will approve the use of this new standard guard rail for use in yard service only within the State of Rhode Island.

Upon consideration, it is

*Ordered*, That, for good cause shown, said The New York, New Haven and Hartford Railroad Company be and the same hereby is authorized to use in yard service only within the State of Rhode

Island the "New Standard Guard Rail", so-called, for frogs, as shown on blueprint N. Y., N. H. & H. R. R. Standard S-721, accompanying the petition.

September 28, 1921.

No. 620.

Petition of Blackstone Valley Gas and Electric Company, Woonsocket Division, for permission to file tariff on short notice.

Petitioners represent that they are now able to purchase materials at a lower cost than previously and announce a reduction in rates for gas to all consumers, effective for gas sold on and after November 1, 1921, as follows:

"The rate for regular meters will be as follows:

First 4,000 feet per month at \$1.30 net per M cu. ft.

Next 10,000 feet per month at 1.20 net per M cu. ft.

Balance per month at 1.10 net per M cu. ft.

Service Charge—\$ .50 per month,"

and respectfully request that the Commission waive the customary thirty days' notice in order that these rates may become effective November 1, 1921.

Upon consideration, it is

*Ordered*, That, for good cause shown, said Blackstone Valley Gas and Electric Company, Woonsocket Division, be and the same hereby is authorized to file without the statutory publication and notice to the Commission, the following tariffs reducing the price of gas, same to become effective November 1, 1921:

R. I. P. U. C. No. 205, Cancels R. I. P. U. C. No. 201,

R. I. P. U. C. No. 206, Cancels R. I. P. U. C. No. 203,

R. I. P. U. C. No. 207, Cancels R. I. P. U. C. No. 204,

R. I. P. U. C. No. 208.

October 13, 1921.

No. 621.

Petition of The Pawtucket Gas Company for permission to file tariff on short notice.

Petitioners represent that they are now able to purchase materials



at a lower cost than previously and announce a reduction in rates for gas to all consumers, effective for gas sold on and after November 1, 1921, as follows:

The rate for regular meters will be as follows:

First 4,000 feet per month at \$1.30 net per M cu. ft.  
 Next 10,000 feet per month at 1.20 net per M cu. ft.  
 Balance per month at 1.10 net per M cu. ft.  
 Service Charge—\$ .50 per month,"

and respectfully request that the Commission waive the customary thirty days' notice in order that these rates may become effective November 1, 1921.

Upon consideration, it is

*Ordered*, That, for good cause shown, said The Pawtucket Gas Company, be and the same hereby is authorized to file without the statutory publication and notice to the Commission, the following tariffs reducing the price of gas, same to become effective November 1, 1921:

R. I. P. U. C. No. 105, Cancels R. I. P. U. C. No. 101,  
 R. I. P. U. C. No. 106, Cancels R. I. U. P. C. No. 103,  
 R. I. P. U. C. No. 107, Cancels R. I. P. U. C. No. 104,  
 R. I. P. U. C. No. 108.

October 13, 1921.

No. 622.

Petition of The New York, New Haven and Hartford Railroad Company, by G. M. Wood, its General Freight Agent, for authority to put in force the following rates to become effective one day after the filing thereof with this Commission:

FIRE CLAY, carload Minimum weight 40,000 pounds, (In cases where there is not sufficient clay left in vessel to load the last car to the minimum weight as specified in tariff, such clay as is loaded in last car will be waybilled at the rate per ton shown in tariff at actual weight, provided it is part lot of one or more cars from the same vessel to the same consignee and destination), from East Providence Wharf, Harbor Junction Wharf and South Providence, R. I., to Phillipsdale, R. I. ....  
 .....6½c per 100 lbs.

Petitioner represents that the said rate will be published in supplement to tariff R. I. P. U. C. Number 483, and will supersede and take the place of the rate on like traffic and to points above named which is set forth in tariff R. I. P. U. C. Number 464 and effective supplements thereto on file with the Commission.

Petitioner further bases this request upon the following facts which present certain special circumstances and conditions justifying the request herein made:

There is now in effect on the above mentioned commodity from East Providence Wharf, Harbor Junction Wharf and South Providence, R. I. to Darlington, R. I. rate of  $6\frac{1}{2}$ c per 100 lbs. Phillipsdale, R. I. is intermediate to Darlington, R. I. and on interstate traffic under Rules 77 of the Interstate Commerce Commission Tariff Circular 18-A, the rate of  $6\frac{1}{2}$ c can be published to Phillipsdale, R. I. on one (1) day's notice.

Shippers are anxious to have this rate established on Rhode Island State traffic at the earliest possible date and in order that same may be made effective at the same time as the interstate rate, your Commission is respectfully requested that this petition be granted.

Upon consideration, it is

*Ordered*, That, for good cause shown, said The New York, New Haven and Hartford Railroad Company be and the same hereby is authorized to put into effect without the statutory publication and notice to the Commission, Supplement to tariff R. I. P. U. C. Number 483, naming rate and for the purposes set forth in the petition, said tariff to become effective on one day's notice after same is filed with the Commission.

October 13, 1921.

No. 623.

Petition of The New York, New Haven and Hartford Railroad Company, by G. M. Wood, its General Freight Agent that it be permitted to put in force the following rates to become effective one day after the filing thereof with this Commission.

COAL TAR, in tank cars, carloads, minimum weight as per Official Classification from Harbor Junction Wharf, R. I. to Fox Point, R. I. ....6c per 100 lbs.

Petitioner further represents that the said rate above mentioned will be published in next consecutively numbered supplement to tariff R. I. P. U. C. No. 483, and will supersede and take the place of the rate on like traffic from and to points above named which is set forth in tariff R. I. P. U. C. No. 464, and effective supplements thereto on file with the Commission.

Petitioner further bases such request upon the following facts, which present certain special circumstances and conditions justifying the request herein made:

Shippers of Coal Tar located at Harbor Junction Wharf, R. I. recently requested this company to establish commodity rate on Coal Tar in carloads from Harbor Junction Wharf, R. I. to Fox Point, R. I. and in response to such request this company decided to publish a rate of 6 cents per 100 pounds to cover the movement. However, in adding this rate to our tariff, R. I. P. U. C. No. 483, the destination point was erroneously shown as East Providence Wharf, R. I. The rate published to East Providence Wharf, R. I., is of no use to shippers of Coal Tar located at Harbor Junction Wharf and your Commission is respectfully requested to grant this petition so that rate to Fox Point, R. I., may be established at the earliest possible date.

Upon consideration, it is

*Ordered*, That, for good cause shown, said The New York, New Haven and Hartford Railroad Company be and the same hereby is authorized to put into effect without the statutory publication and notice to the Commission, tariff on Coal Tar in tank cars, carloads, minimum weight as per Official Classification from Harbor Junction Wharf, R. I. to Fox Point, R. I., six cents per one hundred pounds as set forth in the petition, said tariff to become effective one day after the filing thereof with this Commission.

October 18, 1921.

No. 624.

Petition of United Electric Railways Company for authorization of issue of bonds and capital stock.

(To acquire Providence & Danielson Railway Company Properties). Respectfully represents United Electric Railways Company:

(1) Your petitioner refers to a petition heretofore filed with your Honorable Body on the 27th day of May, 1921, praying for the approval of the issue by your petitioner of certain stocks and bonds, which petition was granted by your Honorable Body by an Order entered on the 22nd day of June, 1921; and also to a petition now pending before your Honorable Body and filed on the 25th day of July, 1921, and heard on the 18th day of October, 1921; and your petitioner makes said petitions heretofore filed and all the statements therein contained part of this petition in so far as the same are applicable hereto.

(2) In pursuance of the purposes for which your petitioner was incorporated, as set forth in its charter (viz.: the consolidation of all the properties formerly operated by The Rhode Island Company in a single corporation, to wit; your petitioner, which shall own all of the said properties in fee, and shall be under the control of a directorate in which the State of Rhode Island and the City of Providence are represented) your petitioner has for a long time been in negotiation with the Providence & Danielson Railway Company for the acquisition from said company of the railway lines and other properties of said company which have not heretofore been disposed of by said company and scrapped, and particularly for the acquisition of those two lines of railway with their equipment and appurtenances, one of which extends from the Providence city line through the towns of Johnston and Scituate to the village of North Scituate, and the other of which is located in the towns of Smithfield and Glocester and is known as the Chepachet Line.

(3) These negotiations have resulted in an offer by United Electric Railways Company to buy all of the railway of the Providence & Danielson Railway Company extending from the Providence city line through the towns of Johnston and Scituate to the village of North Scituate, and also its railway located in the towns of Smithfield and Glocester and known as the Chepachet Line, including the Harmony sub-station and whatever rights the Providence & Danielson Railway Company has in real estate or easements therein along said roads and including also its cars and miscellaneous railway property, and all franchises granted to the Providence &

Danielson Railway Company by the General Assembly of the State of Rhode Island, for the following consideration:

\$90,000 par value 5% Series A, General and Refunding Mortgage Bonds of the United Electric Railways Company; and

\$30,000 par value of the capital stock of the United Electric Railways Company.

This offer has been accepted by the Providence & Danielson Railway Company.

(4) In order to enable your petitioner to carry out its agreement thus made and to acquire title to the property of the Providence & Danielson Railway Company in said offer described, it is necessary for your petitioner to issue and deliver, in exchange for a conveyance of said properties, stocks and bonds of your petitioner of the character and to the amount hereinafter listed, viz.:

\$90,000 par value, General and Refunding Mortgage, Thirty Year, 5% Gold Bonds, Series A;

\$30,000 par value, common capital stock.

Wherefore your petitioner prays for the entry of an order approving the issue by your petitioner of (1) its general and refunding mortgage thirty year 5% gold bonds, Series A, to the par value of \$90,000; (2) its common capital stock to the par value of \$30,000.

The above named securities to be issued for the purpose of enabling your petitioner to acquire the property of the Providence & Danielson Railway Company hereinbefore mentioned and described in said offer of the United Electric Railways Company and in the deed of said properties to be given your petitioner by the Providence & Danielson Railway Company, and to consolidate and to operate the properties so acquired with the properties heretofore acquired and now operated by the United Electric Railways Company.

And your petitioner will ever pray.

Upon consideration, it is

*Ordered*, That said petition be continued to the 25th day of Octo-

ber, A. D. 1921, at eleven o'clock A. M., and that said petitioner publish the following notice twice prior to the date of said hearing in each of the following newspapers, viz.: The Providence Evening Bulletin, The Providence Daily News and The Pawtucket Times;

STATE OF RHODE ISLAND  
PUBLIC UTILITIES COMMISSION  
PUBLIC HEARING

---

PETITION OF UNITED ELECTRIC RAILWAYS COMPANY

The United Electric Railways Company, having filed with the undersigned Public Utilities Commission, a petition praying for the entry of an order by the Commission approving the issue by the petitioner of certain bonds and stocks, as set forth in detail in said petition on file with the Commission, reference to which is hereby expressly made, the securities in question to be issued for the purpose of enabling the petitioner to acquire the properties mentioned in said petition in the manner therein set forth, and to consolidate and operate the same with other properties heretofore acquired by the petitioner under the provisions of the petitioner's charter, notice is hereby given that a public hearing upon said petition will be held by the Commission at its office, Room 122, State House, Providence, Rhode Island, on the 25th day of October, A. D. 1921, at eleven o'clock A. M., at which time any person interested therein may be heard.

October 19, 1921.

No. 625.

Petition of the United Electric Railways Company in refiling of Supplement to its Tariff R. I. P. U. C. No. 72 and effective date thereof.

Your petitioner, United Electric Railways Company, respectfully shows that:

1. In the exercise of its charter powers it is about to acquire the railroads of Providence & Danielson Railway Company, (a) one line

situated in the towns of Glocester and Smithfield, extending from the village of Chepachet in said Glocester, to the Johnston-Smithfield Boundary line in Smith Street or Powder Mill Turnpike, and there connecting with the street railway line of your petitioner situated in said Smith Street or Powder Mill Turnpike, and extending through the towns of Johnston and North Providence to the village of Centredale, in said North Providence, the entire street railway line from said village of Chepachet to said village of Centredale being known as the Chepachet Line; and (b) another line extending from the Providence-Johnston boundary line in and through the towns of Johnston and Scituate to the village of North Scituate in said Scituate.

2. In the public interest it desires to furnish service over said railroads as soon as may be.

WHEREFORE, your petitioner prays your Honorable Commission for an order permitting it to file a supplement to its tariff, R. I. P. U. C. No. 72, said supplement containing tariffs to be effective upon said lines which are the same as those formerly in effect upon said Chepachet Line and upon the line from the Providence-Johnston boundary line to said North Scituate, and making said supplement effective within less time than thirty (30) days, to wit, on the 22nd day of October, A. D. 1921, immediately upon notice to the Commission and to the public, all as provided in Section 48 of Chapter 795 of the Public Laws of 1912 as amended by Chapter 1651 of the Public Laws of 1918.

Upon consideration, it is

*Ordered*, That, for good cause shown, said United Electric Railways Company be and the same hereby is authorized to file without the statutory publication and notice to the Commission, Supplement to tariff R. I. P. U. C. Number 72 for the purposes as set forth in the petition.

October 21, 1921.

No. 626.

Petition of United Electric Railways Company for authorization of issue of bonds and capital stock.

This is a petition of the United Electric Railways Company filed with this Commission on the twenty-fifth day of July, A. D. 1921 asking for the approval by this Commission of the issue by said United Electric Railways Company of (1) its General and Refunding Mortgage Thirty Year 5% Gold Bonds, Series A, to the par value of not exceeding \$500,000, and (2) its common capital stock to the par value of not exceeding \$500,000—the above named securities or such part thereof as might be authorized by this Commission to be issued for the purpose of enabling the United Electric Railways Company to acquire the properties (formerly belonging to The Rhode Island Company) in said petition mentioned and described and to consolidate and operate said properties with the properties theretofore acquired and now operated by said United Electric Railways Company.

This petition was continued with orders of notice to the tenth day of August, A. D. 1921, the nineteenth day of September, A. D. 1921, and came on to be heard on the eighteenth day of October, A. D. 1921 and was argued by counsel; and thereupon and upon consideration thereof, it appearing to this Commission (1) that notice has been given of the pendency of said petition as required by orders of this Commission heretofore entered from time to time; (2) that the properties in said petition mentioned have been acquired by said United Electric Railways Company and are now being operated by said company in connection with the properties heretofore acquired by said company; (3) that the acquisition of said properties was enjoined upon the United Electric Railways Company by its charter and is manifestly in the public interest; (4) that the cost of reproduction of said properties acquired is greatly in excess of the capitalization hereinafter authorized; (5) that in the acquisition of said properties said United Electric Railways Company has obligated itself only \$350,000 par value of its General and Refunding Mortgage Thirty Year 5% Gold Bonds, Series A, and only \$250,000 par value of its common capital stock; and (6) that the total amount which the United Electric Railways Company will ultimately be called upon to pay by reason of certain other obligations incurred or assumed in the acquisition of said properties is as yet undetermined;

Upon consideration, it is

*Ordered*, That this Commission approve the issue by the United



Electric Railways Company of its bonds and stock of the description and to the amount following, viz.:

\$350,000 par value of its General and Refunding Mortgage  
Thirty Year 5% Gold Bonds, Series A;

\$250,000 of its common capital stock;

the bonds and stocks hereby approved to be used by the United Electric Railways Company for the purpose of meeting its obligations incurred in the acquisition of the properties in said petition described, to deliver bonds and stock of that amount and description.

October 25, 1921.

No. 627.

Petition of United Electric Railways Company for authorization of issue of bonds and capital stock.

This is a petition of the United Electric Railways Company filed with this Commission on the nineteenth day of October, A. D. 1921 and continued with order of notice to the twenty-fifth day of October, A. D. 1921 asking for the approval by this Commission of the issue by said United Electric Railways Company of (1) its General and Refunding Mortgage Thirty Year 5% Gold Bonds, Series A, to the par value of \$90,000 and (2) its common capital stock to the par value of \$30,000—the above named securities to be issued for the purpose of enabling the United Electric Railways Company to acquire the properties of the Providence & Danielson Railway Company (formerly operated by The Rhode Island Company) and to consolidate and operate said properties with the other properties acquired and now operated by said United Electric Railways Company.

This petition came on to be heard on the twenty-fifth day of October, 1921, and was argued by counsel; and thereupon and upon consideration thereof, it appearing to this Commission (1) that notice has been given of the pendency of said petition as required by the order of this Commission heretofore entered; (2) That an offer has been made by the United Electric Railways Company to purchase the properties of the Providence & Danielson Railway Company for said \$90,000 in bonds and \$30,000 in stock in said petition recited; (3) that said offer has been accepted by the Providence & Danielson Railway Company; (4) that a deed of said properties is being

prepared and will be ready for delivery upon the issue and delivery to said Providence & Danielson Railway Company of said \$90,000 in bonds and \$30,000 in stock of the description in said petition mentioned; (5) that the acquisition of said properties was enjoined upon the United Electric Railways Company by its charter, and is manifestly in the public interest; (6) that the cost of reproduction of said properties to be acquired is greatly in excess of the capitalization hereinafter authorized; (7) that by the acquisition of said properties of the Providence & Danielson Railway Company, the United Electric Railways Company will have acquired all of the properties formerly owned or operated by The Rhode Island Company which said United Electric Railways Company was authorized by its charter to acquire, with the exception of certain properties formerly operated but not owned by The Rhode Island Company, which have been sold and scrapped by their former owners and which it is therefore impossible for said United Electric Railways Company to acquire or operate; (8) that the total capitalization of the United Electric Railways Company, including that hereinafter approved, for the purpose of acquiring properties formerly owned or operated by The Rhode Island Company, amounts to \$21,318,000, or \$682,000 less than the \$22,000,000 of capitalization which the United Electric Railways Company was authorized by its charter to issue to pay for said properties; and (9) that said sum of \$21,318,000 is a fair and just capitalization of the properties formerly owned or operated by The Rhode Island Company, which the United Electric Railways Company has acquired.

Upon consideration, it is

*Ordered*, That this Commission approve the issue by the United Electric Railways Company of its bonds and stock of the description and to the amount following, viz.:

\$90,000 par value of its General and Refunding Mortgage  
Thirty Year 5% Gold Bonds, Series A;

\$30,000 of its common capital stock;

said bonds and stock to be used by the United Electric Railways Company for the purpose of acquiring the properties of the Provi-

dence & Danielson Railways Company in said petition and in said agreement of purchase described.

October 25, 1921.

No. 628.

Verbal petition of Prudence Island Navigation Company by Eugene Chase, Jr., for permission to file tariff on short notice.

It appearing that the Company having had no uniform tariff, filed with the Commission and desiring to file one to become effective on November 1, 1921.

Upon consideration, it is

*Ordered*, That, for good cause shown, said Prudence Island Navigation Company be and the same hereby is authorized to file its general merchandise and passenger tariff, R. I. P. U. C. Number 1 without the statutory publication and notice to the Commission, said tariff to become effective November 1, 1921.

November 2, 1921.

No. 629.

Petition of Narragansett Electric Lighting Company, dated August 11, 1921, with which they filed tariff R. I. P. U. C. Number 106, cancelling R. I. P. U. C. Number 65, for the purpose of establishing a new rate for electricity sold to the Blackstone Valley Gas and Electric Company for resale to their customers, same being a special rate made by the Narragansett Electric Lighting Company to another public utility, and on which the petitioners requested the approval of this Commission of the rate and by a vote of the Commission same was approved on August 14, 1921, and it appearing that petitioners requested said rate to take effect on short notice, namely, as of September 1, 1921.

Upon consideration, it is

*Ordered*, That, for good cause shown, said Narragansett Electric Lighting Company be and the same hereby is authorized to file tariff R. I. P. U. C. Number 106, cancelling R. I. P. U. C. Number 65 without the statutory publication and notice to the Commission in the manner and for the purposes as set forth in the petition.

November 2, 1921.

No. 630.

Petition of The New York, New Haven and Hartford Railroad Company, by G. M. Wood, its General Freight Agent, that it be permitted to put in force the following rates to become effective three (3) days after the filing thereof with the Public Utilities Commission of the State of Rhode Island;

COAL: carloads, minimum weight marked capacity of car, except when car is loaded to full cubical or visible capacity, actual weight will apply.

From Sockanosset, R. I.

(Rates are in cents per ton of 2240 pounds.)

| To                           | Rates | To                         | Rates |
|------------------------------|-------|----------------------------|-------|
| Apponaug, R. I.....          | 115   | Mystic, Ct. ....           | 170   |
| Attleboro, Mass.....         | 140   | New Bedford, Mass.....     | 170   |
| Baltic, Ct. ....             | 165   | New London, Ct.....        | 180   |
| Boston, Mass. ....           | 170   | Newport, R. I. ....        | 170   |
| Bradford, R. I.....          | 160   | North Attleboro, Mass..... | 140   |
| Bristol, R. I.....           | 145   | Oakland, R. I. ....        | 150   |
| Brockton, Mass. ....         | 170   | Pawtucket, R. I.....       | 130   |
| Carolina, R. I.....          | 150   | Plainfield, Ct. ....       | 150   |
| Centredale, R. I.....        | 130   | Plymouth, Mass. ....       | 180   |
| Chatham, Mass. ....          | 220   | Providence, R. I.....      | 115   |
| Coventry, R. I.....          | 130   | Provincetown, Mass. ....   | 235   |
| E. Greenwich, R. I.....      | 130   | Putnam, Conn. ....         | 170   |
| Fall River, Mass.....        | 150   | River Point, R. I.....     | 100   |
| Fitchburg, Mass. ....        | 200   | Southbridge, Mass.....     | 180   |
| Framingham, Mass.....        | 165   | Springfield, Mass. ....    | 225   |
| Framingham Centre, Mass..... | 170   | Stonington, Ct. ....       | 170   |
| Hartford, Ct. ....           | 205   | Taunton, Mass. ....        | 150   |
| Hope, R. I. ....             | 115   | Valley Falls, R. I.....    | 130   |
| Hope Valley, R. I.....       | 160   | Warren, R. I. ....         | 140   |
| Kingston, R. I.....          | 145   | Webster, Mass. ....        | 170   |
| Lonsdale, R. I.....          | 130   | Westerly, R. I.....        | 155   |
| Lowell, Mass. ....           | 195   | Wickford, R. I. ....       | 140   |
| Mansfield, Mass. ....        | 150   | Wickford Jct., R. I.....   | 140   |
| Manville, R. I.....          | 140   | Wood River Jct., R. I..... | 155   |
| Middleboro, Mass.....        | 165   | Woonsocket, R. I.....      | 145   |
| Middletown, Ct. ....         | 205   | Worcester, Mass. ....      | 175   |

Petitioner further represents that the said rates above mentioned will be published in next consecutively numbered supplement to tariff R. I. P. U. C. No. 404, and will supersede and take the place of rates on like traffic from and to points above named which are set forth in tariff R. I. P. U. C. No. 464 and effective supplements thereto on file with the Commission.

Petitioner further bases such request upon the following facts, which present certain special circumstances and conditions justifying the request herein made:

The present rates on Coal in carloads, from Sockanosset, R. I. to various points on the N. Y., N. H. & H. R. R., are the current local 6th class rates. It is generally recognized that something lower than 6th class rates must be established in order to permit movement of Coal. The rates named herein which we are anxious to publish on short notice are materially lower than 6th class rates.

The operation of coal mines at Sockanosset, R. I. has recently been resumed and there is now on hand at the mines a considerable amount of coal ready to be shipped. In order that the shippers may not be unduly delayed in getting their product on the market, it is respectfully urged that your Commission grant this petition for relief from requirements of Section 48, Chapter 795 of the Public Utilities Act as set forth herein.

Upon consideration, it is

*Ordered*, That, for good cause shown, said The New York, New Haven and Hartford Railroad Company be and the same hereby is authorized to file without the statutory publication and notice to the Commission, supplement to tariff R. I. P. U. C. Number 4 which will supersede and take the place of rates on like traffic from and to points above named which were set forth in tariff R. I. P. U. C. Number 464, and effective supplements thereto, same to become effective three days after the filing thereof with this Commission.

November 16, 1921.

No. 631.

Petition of United Electric Railways Company for approval of the location of a track in York Avenue, in the City of Pawtucket, in the County of Providence, and of the erection of poles and wires for the operation of cars over said track by the overhead single trolley electric system, said track to be located as follows: Beginning at a point in the existing track in Prairie Avenue about forty (40) feet west of the westerly line of said York Avenue thence curving southeasterly and southerly into said York Avenue and extending southerly in said York Avenue a distance of about two hundred fifty (250) feet, all substantially as shown in red lines on the accompanying plan, No.

11202-B-8; also for your consent, expressed in writing, to the laying and maintaining of said track across those certain streets, highways, turnpikes and traveled ways at grade as shown on said plan.

Upon consideration, it is

*Ordered*, That the approval of the Commission be and the same hereby is given of the location by said United Electric Railways Company of a track in York Avenue in the City of Pawtucket, and of the erection of poles and wires for the operation of cars over said track by the overhead single trolley electric system, said track to be located as follows: Beginning at a point in the existing track in Prairie Avenue about forty (40) feet west of the westerly line of said York Avenue, thence curving southeasterly and southerly into said York Avenue, and extending southerly in said York Avenue a distance of about two hundred fifty (250) feet, all substantially as shown in red lines on the accompanying plan No. 11202-B-8; and also that the consent of the Commission, expressed in writing, be and the same hereby is given to said United Electric Railways Company to lay and maintain said track across those certain streets, highways, turnpikes and traveled ways at grade as shown on said plan.

November 30, 1921.

No. 632.

Petition of The New York, New Haven and Hartford Railroad Company, by A. B. Smith, its General Passenger Agent, does hereby respectfully petition the Rhode Island Public Utilities Commission that it be permitted to put in force the following rates to become effective one day after the filing thereof with the Rhode Island Public Utilities Commission:

It is proposed to amend the tariff in order to show that milk rates covering shipments of milk in cans or in bottles in milk cars (less than car loads) from Slocums, R. I. and Davisville, R. I. to Providence, R. I., which are the same as are in effect from Bradford, R. I. and Wickford Junction, R. I. respectively, to Providence, R. I., will also apply when said shipments are moved in baggage car thence in milk car or vice versa.

Your petitioner further represents that the said rates above re-

ferred to will be published in Supplement 2 to R. I. P. U. C. No. 212, on file with the Rhode Island Public Utilities Commission.

And your petitioner further bases such request upon the following facts which present certain special circumstances and conditions justifying the request herein made.

Milk formerly shipped from Slocums, R. I. and Davisville, R. I. to Providence, R. I. was hauled in milk car by train 604. Effective November 21, 1921, this train was placed on a faster schedule, the stops at Slocums and Davisville being discontinued so that milk formerly hauled in milk car on train 604 from these points is now being forwarded on baggage car by train 628 for which regular baggage car rates for shipments of milk in less than carload lots, in cans or bottles, are being charged. These rates are higher than the milk car rates in effect.

In order that shippers may enjoy the same rates that were in effect when milk was hauled in milk car by train 604 from Slocums, R. I. and Davisville, R. I., it is desired to supplement tariff above referred to so that the said rates will also apply from Slocums, R. I. and Davisville, R. I. to Providence, R. I. in baggage car thence milk car or vice versa.

Upon consideration, it is

*Ordered*, That, for good cause shown, said The New York, New Haven and Hartford Railroad Company be and the same hereby is authorized to file Supplement Number 2 to R. I. P. U. C. Number 212, as set forth in the petition, said supplement to become effective without the statutory publication and notice to the Commission.

December 14, 1921.

No. 633.

Petition of N. W. Hawkes, Chairman, New England Freight Association, acting for and on behalf of Carriers under the jurisdiction of Rhode Island Public Utilities Commission, applying for an order granting Special Permission to publish reductions in rates on certain products of the farm, garden, range and orchard, effective upon one day's notice after filing thereof with the Commission, such reductions to be published by means of

a master tariff and connecting link blanket supplements in manner and form described in Interstate Commerce Commission, Special Permission, No. 56150, as shown in Exhibit A, attached hereto, which has been issued to take care of similar reductions applying on interstate traffic.

This petition is filed for the purpose of unifying the intrastate reductions, and method of making same, with those which have been authorized, and will be made on interstate traffic.

The so-called master tariff will be filed by N. W. Hawkes, Agent, for the several individual New England Carriers, and the connecting link blanket supplements will be filed by the individual carriers.

Upon consideration, it is

*Ordered*, That, for good cause shown, said N. W. Hawkes, Chairman, New England Freight Association, be and he hereby is permitted to file without the statutory publication and notice to the Commission, master tariff and connecting link blanket supplements in manner and form described in Interstate Commerce Commission, Special Permission, No. 56150, as outlined in the petition.

December 23, 1921.

No. 634.

Respectfully submitted,

WILLIAM C. BLISS,

SAMUEL E. HUDSON,

ROBERT F. RODMAN,

*Commissioners.*

January 14, 1922.



## RAILROAD STATISTICS.

TABLE No. 1.

| NAME OF CORPORATION.                                       | CAPITAL STOCK.              |                              |                          |                |
|--|-----------------------------|------------------------------|--------------------------|----------------|
|  | Total Par Value Authorized. | Total Par Value Outstanding. | Outstanding Last Report. | Dividends.     |
| Boston & Providence Railroad Corporation.....              | \$4,000,000 00              | \$3,996,000 00               | \$3,996,000 00           | \$399,600 00   |
| Mohasuck Valley Railroad Company.....                      | 500,000 00                  | 250,000 00                   | 250,000 00               | .....          |
| The Narragansett Pier Railroad Company.....                | 150,000 00                  | 133,800 00                   | 133,800 00               | .....          |
| The New York, New Haven and Hartford Railroad Company..... | 180,017,000 00              | 157,117,900 00               | 157,117,900 00           | .....          |
| Old Colony Railroad Company.....                           | 22,294,000 00               | 22,294,000 00                | 22,294,000 00            | 1,560,380 00   |
| Providence, Warren and Bristol Railroad Company.....       | 874,600 00                  | 874,600 00                   | 874,600 00               | 52,476 00      |
| Providence & Worcester Railroad Company.....               | 3,500,000 00                | 3,500,000 00                 | 3,500,000 00             | 350,000 00     |
| Wood River Branch Railroad Company.....                    | 60,000 00                   | 60,000 00                    | 60,000 00                | .....          |
| Total.....   | \$211,395,600 00            | \$188,226,300 00             | \$188,226,300 00         | \$2,362,656 00 |

## RAILROAD STATISTICS.—Continued.

## ASSETS.

TABLE No. 2.

| NAME OF CORPORATION.                                       | INVESTMENTS.        |                  | Current Assets. | Deferred Assets. | Unadjusted Debits. | Total.           |
|--|---------------------|------------------|-----------------|------------------|--------------------|------------------|
|  | Road and Equipment. | All Other.       |                 |                  |                    |                  |
| Boston & Providence Railroad Corporation..                 | \$5,673,198 59      | \$419,703 36     | \$242,935 71    | .....            | .....              | \$6,335,837 66   |
| Moshassuck Valley Railroad Company.....                    | 133,353 13          | 56,203 36        | 58,113 71       | .....            | \$734 89           | 248,405 09       |
| The Narragansett Pier Railroad Company....                 | 224,302 25          | .....            | 5,912 17        | .....            | 70,291 60          | 300,506 02       |
| The New York, New Haven and Hartford Railroad Company..... | 243,291,412 59      | 221,704,278 26   | 35,779,377 41   | \$29,661,067 99  | 9,578,382 51       | 540,014,518 76   |
| Old Colony Railroad Company.....                           | 42,938,576 30       | 4,070,177 02     | 588,829 04      | .....            | .....              | 47,597,382 36    |
| Providence, Warren and Bristol Railroad Company.....       | 1,460,855 61        | .....            | 40,436 24       | .....            | .....              | 1,501,291 85     |
| Providence & Worcester Railroad Company..                  | 5,105,137 40        | 47,406 00        | 25,239 76       | 80,747 97        | .....              | 5,258,531 13     |
| Wood River Branch Railroad Company.....                    | 111,956 20          | .....            | 11,478 45       | 13,100 63        | 29,569 28          | 166,104 56       |
| Total.....   | \$298,935,792 07    | \$226,297,768 00 | \$36,752,322 49 | \$29,754,916 59  | \$9,678,978 28     | \$601,422,777 43 |



## RAILROAD STATISTICS.—Continued.

INCOME ACCOUNT.  
TABLE No. 4.

| NAME OF CORPORATION.                                       | OPERATING INCOME.                 |                                   |  |                                 |  | Miscellaneous<br>Operating<br>Income. |
|--|-----------------------------------|-----------------------------------|--|---------------------------------|--|---------------------------------------|
|  | Railway<br>Operating<br>Revenues. | Railway<br>Operating<br>Expenses. | Net Revenue<br>from Railway<br>Operations. | Railway<br>Operating<br>Income. |  |                                       |
| Boston & Providence Railroad Corporation.....              | \$72,939 96                       | \$98,751 28                       | *\$25,811 32                               | *\$27,772 80                    |  | .....                                 |
| Mohassuck Valley Railroad Company.....                     | 67,831 40                         | 83,965 91                         | *16,134 51                                 | *7,387 60                       |  | .....                                 |
| The Narragansett Pier Railroad Company.....                | 125,512,310 22                    | 126,346,383 70                    | *2,834,073 48                              | *7,349,935 25                   |  | .....                                 |
| The New York, New Haven and Hartford Railroad Company..... | .....                             | .....                             | .....                                      | .....                           |  | .....                                 |
| Old Colony Railroad Company**.....                         | .....                             | .....                             | .....                                      | .....                           |  | .....                                 |
| Providence, Warren and Bristol Railroad Company**.....     | .....                             | .....                             | .....                                      | .....                           |  | .....                                 |
| Providence & Worcester Railroad Company**.....             | .....                             | .....                             | .....                                      | .....                           |  | .....                                 |
| Wood River Branch Railroad Company.....                    | 26,106 83                         | 34,287 85                         | *8,181 02                                  | *9,586 32                       |  | .....                                 |
| Total.....   | \$123,679,188 41                  | \$126,563,388 74                  | *\$2,884,200 33                            | *\$7,404,681 97                 |  | .....                                 |

\*Deficit.

\*\*Non-operating.

## RAILROAD STATISTICS.—Continued.

## INCOME ACCOUNT.—Concluded.

TABLE No. 5.

| NAME OF CORPORATION.                                       | Total Operat-<br>ing Income. | Non-Operating<br>Income. | Gross Income.   | Deductions<br>from Gross<br>Income. | Net Income.      |
|--|------------------------------|--------------------------|-----------------|-------------------------------------|------------------|
| Boston & Providence Railroad Corporation.....              | .....                        | \$538,657 62             | \$538,657 62    | \$135,761 74                        | \$402,895 88     |
| Mohassuck Valley Railroad Company.....                     | *\$27,772 80                 | *11,727 07               | *39,499 87      | 15,559 83                           | *55,059 70       |
| The Narragansett Pier Railroad Company.....                | *17,387 60                   | 360 70                   | *17,026 90      | 2,926 32                            | *19,953 27       |
| The New York, New Haven and Hartford Railroad Company..... | *7,340,935 25                | 1,661,810 80             | *5,688,124 45   | 6,887,011 80                        | *12,575 136 25   |
| Old Colony Railroad Company.....                           | .....                        | 2,126,699 84             | 2,126,699 84    | 547,941 70                          | 1,578,758 14     |
| Providence, Warren and Bristol Railroad Company.....       | .....                        | 73,725 57                | 73,725 57       | 21,143 84                           | 52,581 73        |
| Providence & Worcester Railroad Company.....               | .....                        | 418,454 96               | 418,454 96      | 67,394 03                           | 351,060 93       |
| Wood River Branch Railroad Company.....                    | *9,586 32                    | .....                    | *9,586 32       | 2,740 60                            | *12,326 92       |
| Total.....   | *\$7,404,681 97              | \$4,807,982 42           | *\$2,596,699 55 | \$7,680,479 86                      | *\$10,279,179 46 |

\*Deficit.

RAILROAD STATISTICS.—Continued.  
RAILWAY OPERATING REVENUES.

TABLE No. 6.

| NAME OF CORPORATION.                                     | RAIL LINE TRANSPORTATION. |                 |                 |                  | Incidental Operating Revenue. | Joint Facilities. | Total.           |
|--|---------------------------|-----------------|-----------------|------------------|-------------------------------|-------------------|------------------|
|  | Freight.                  | Passenger.      | All Other.      | Total.           |                               |                   |                  |
| Moshasuck Valley Railroad Company .....                  | \$61,515 99               | \$1,762 69      | \$4,743 55      | \$68,022 23      | \$4,917 73                    | .....             | \$72,939 96      |
| The Narragansett Pier Railroad Company .....             | 25,129 32                 | 23,755 81       | 6,529 83        | 55,414 96        | 1,714 18                      | .....             | 57,129 14        |
| The New York, New Haven and Hartford Railroad Company... | 55,348,918 81             | 52,270,794 01   | 10,116,178 84   | 117,735,891 66   | 4,717,841 85                  | \$1,058,576 71    | 123,512,310 22   |
| Wood River Branch Railroad Company                       | 15,184 46                 | 4,010 26        | 2,559 38        | 21,754 10        | 1,140 73                      | .....             | 22,894 83        |
| Total .....  | \$55,450,748 58           | \$52,300,322 77 | \$10,130,011 60 | \$117,881,182 95 | \$4,725,614 49                | \$1,058,576 71    | \$123,665,274 15 |

## RAILROAD STATISTICS.—Continued.

## RAILWAY OPERATING EXPENSES.

TABLE No. 7.

| NAME OF CORPORATION.  | Maintenance<br>of Way and<br>Structures. | Maintenance<br>of Equipment. | Traffic<br>Expenses. | Transportation<br>Expenses. | Miscellaneous<br>Operations. | General.       |
|---|--|------------------------------|----------------------|-----------------------------|------------------------------|----------------|
| Moshassuck Valley Railroad Company.....                       | \$11,939 22                              | \$10,530 49                  | \$1,273 09           | \$58,571 63                 | .....                        | \$14,436 85    |
| The Narragansett Pier Railroad Company..                      | 10,213 33                                | 5,582 46                     | 476 89               | 44,168 73                   | .....                        | 4,311 57       |
| The New York, New Haven and Hartford<br>Railroad Company..... | 20,654,480 23                            | 30,438,180 68                | 756,798 25           | 67,723,025 56               | \$2,378,278 75               | 4,254,368 34   |
| Wood River Branch Railroad Company.....                       | 7,038 76                                 | 683 08                       | .....                | 20,587 93                   | .....                        | 836 20         |
| Total.....  | \$20,685,671 54                          | \$30,454,976 71              | \$758,548 23         | \$67,846,353 85             | \$2,378,278 75               | \$4,273,952 96 |

RAILROAD STATISTICS.—Continued.  
RAILWAY OPERATING EXPENSES.—Concluded.

TABLE No. 8.

| NAME OF CORPORATION.                                       | Transportation<br>for<br>Investment. | Total Railway<br>Operating<br>Expenses. |
|--|--------------------------------------|---|
| Moshassuck Valley Railroad Company.....                    | .....                                | \$98,751 28                             |
| The Narragansett Pier Railroad Company.....                | .....                                | 64,752 98                               |
| The New York, New Haven and Hartford Railroad Company..... | *\$6,981 80                          | 126,346,383 70                          |
| Wood River Branch Railroad Company.....                    | .....                                | 29,145 97                               |
| Total.....   | *\$6,981 80                          | \$126,539,033 93                        |
| *Deficit.  |                                      |   |



## RAILROAD STATISTICS.—Continued.

## RAIL LINE OPERATIONS.

TABLE No. 9.

| NAME OF CORPORATION.                                       | TRAIN MILES.   |            |        |          |                               |
|--|----------------|------------|--------|----------|-------------------------------|
|  | Total Freight. | Passenger. | Mixed. | Special. | Total Transportation Service. |
| Moshassuck Valley Railroad Company.....                    | 2,416          | 4,714      | —      | —        | 7,130                         |
| The Narragansett Pier Railroad Company.....                | 3,664          | 29,034     | —      | 16       | 32,734                        |
| The New York, New Haven and Hartford Railroad Company..... | 5,868,647      | 14,834,896 | 80,222 | 3,821    | 20,787,586                    |
| Wood River Branch Railroad Company.....                    | —              | —          | 11,232 | —        | 11,232                        |
| Total.....   | 5,874,727      | 14,868,664 | 91,454 | 3,837    | 20,838,682                    |
|  |                |            |        |          | 1,482,795                     |

## RAILROAD STATISTICS.—Continued.

## RAIL LINE OPERATIONS.—Continued.

TABLE No. 10.

| NAME OF CORPORATION.                                    | LOCOMOTIVE MILES. |                  |              |                |                  |                       |                               |
|---|-------------------|------------------|--------------|----------------|------------------|-----------------------|-------------------------------|
|   | Total Freight.    | Total Passenger. | Total Mixed. | Total Special. | Train Switching. | Total Yard Switching. | Total Transportation Service. |
| Mohassuck Valley Railroad Company.....                  | 2,416             | 4,714            | .....        | .....          | .....            | 25,242                | 32,372                        |
| The Narragansett Pier Railroad Company.....             | 4,514             | 30,995           | 2            | 16             | .....            | .....                 | 35,527                        |
| The New York, New Haven and Hartford Railroad Company.. | 6,590,876         | 15,929,676       | 81,759       | 3,998          | 947,712          | 6,012,443             | 29,566,464                    |
| Wood River Branch Railroad Company.....                 | .....             | .....            | 11,232       | .....          | .....            | .....                 | 11,232                        |
| Total.....  | 6,597,806         | 15,965,385       | 92,983       | 4,014          | 947,712          | 6,037,685             | 29,645,595                    |

RAILROAD STATISTICS.—Continued.  
RAIL LINE OPERATIONS.—Continued.

TABLE No. 11.

| NAME OF CORPORATION.                                     | Total<br>Freight<br>Train. | CAR MILES.                   |                          |                            |             | Total<br>Trans-<br>tation<br>Service. | Work<br>Service. |
|--|----------------------------|------------------------------|--------------------------|----------------------------|-------------|---------------------------------------|------------------|
|  |                            | Total<br>Passenger<br>Train. | Total<br>Mixed<br>Train. | Total<br>Special<br>Train. |             |                                       |                  |
| Moshassuck Valley Railroad Company.....                  | 17,068                     | 4,714                        | .....                    | .....                      | 21,782      | .....                                 | .....            |
| The Narragansett Pier Railroad Company.....              | 16,147                     | 65,144                       | .....                    | 16                         | 81,307      | 66                                    | 66               |
| The New York, New Haven and Hartford Railroad Company... | 174,876,112                | 89,383,526                   | 629,766                  | 65,694                     | 264,955,098 | 5,747,299                             | 5,747,299        |
| Wood River Branch Railroad Company.....                  | .....                      | .....                        | 17,971                   | .....                      | 17,971      | .....                                 | .....            |
| Total.....   | 174,909,327                | 89,453,384                   | 646,737                  | 65,710                     | 265,076,158 | 5,757,365                             | 5,757,365        |

RAILROAD STATISTICS.—Continued.  
RAIL LINE OPERATIONS.—Continued.

TABLE No. 12.

| NAME OF CORPORATION.                                   | Tons.            |                      |                | Ton Miles.       |                      |               |
|--|------------------|----------------------|----------------|------------------|----------------------|---------------|
|  | Revenue Freight. | Non-Revenue Freight. | Total Freight. | Revenue Freight. | Non-Revenue Freight. | Total.        |
| Mohassuck Valley Railroad Company.....                 | 172,897          | .....                | 172,897        | 245,794          | .....                | 245,794       |
| The Narragansett Pier Railroad Company.....            | 30,584           | 10                   | 30,594         | 184,475          | 40                   | 184,515       |
| The New York, New Haven and Hartford Railroad Company. | 27,604,415       | 3,280,604            | 30,885,019     | 2,808,451,407    | 214,199,022          | 3,022,650,429 |
| Wood River Branch Railroad Company.....                | 13,873           | .....                | 13,873         | 79,076           | .....                | 79,076        |
| Total.....   | 27,821,769       | 3,280,614            | 31,102,383     | 2,808,960,752    | 214,199,062          | 3,023,059,814 |

RAILROAD STATISTICS.—Continued.  
RAIL LINE OPERATIONS.—Concluded.

TABLE No. 13.

| NAME OF CORPORATION.                                       | PASSENGERS CARRIED. |                              |  | Revenue<br>Passenger<br>Miles. |
|--|---------------------|------------------------------|--|--------------------------------|
|  | Revenue.            | Revenue<br>Previous<br>Year. |  |                                |
| Moshassuck Valley Railroad Company.....                    | 45,800              | 30,932                       |  | 91,600                         |
| The Narragansett Pier Railroad Company.....                | 138,284             | 163,865                      |  | 459,027½                       |
| The New York, New Haven and Hartford Railroad Company..... | 106,847,739         | 100,938,578                  |  | 2,153,938,865                  |
| Wood River Branch Railroad Company.....                    | 45,084              | 19,349                       |  | 7,909                          |
| Total.....   | 107,076,907         | 101,122,724                  |  | 2,154,517,401½                 |

RAILROAD STATISTICS.—Continued.  
EQUIPMENT AT CLOSE OF YEAR.

TABLE No. 14.

| NAME OF CORPORATION.  | LOCOMOTIVES. |        |         |        | Total.<br>in<br>Service. | CARS IN SERVICE. |         |        |         |        |         | TOTAL CARS. |         |          |            |                  |
|---|--------------|--------|---------|--------|--------------------------|------------------|---------|--------|---------|--------|---------|-------------|---------|----------|------------|------------------|
|   | Owned.       |        | Leased. |        |                          | Owned.           | Leased. | Owned. | Leased. | Owned. | Leased. | Owned.      | Leased. |          |            |                  |
|   | Steam.       | Other. | Steam.  | Other. |                          |                  |         |        |         |        |         |             |         | Freight. | Passenger. | Company Service. |
|   |              |        |         |        |                          |                  |         |        |         |        |         |             |         |          |            |                  |
| Moshassuck Valley Railroad Company . . . . .                    | 3            | .....  | .....   | .....  | 3                        | 24               | 3       | .....  | .....   | .....  | .....   | 27          | .....   |          |            |                  |
| The Narragansett Pier Railroad Company . . . . .                | 3            | .....  | .....   | .....  | 3                        | 2                | 8       | .....  | .....   | .....  | .....   | 10          | .....   |          |            |                  |
| The New York, New Haven and Hartford Railroad Company . . . . . | 929          | 102    | 246     | .....  | 1,277                    | 33,312           | 1,779   | 2,069  | 748     | 1,410  | 72      | 36,501      | 2,889   |          |            |                  |
| Wood River Branch Railroad Company . . . . .                    | .....        | .....  | 1       | .....  | 1                        | .....            | .....   | .....  | 1       | .....  | .....   | .....       | 1       |          |            |                  |
| Total.....  | 935          | 102    | 247     | .....  | 1,284                    | 33,338           | 1,790   | 2,069  | 749     | 1,410  | 72      | 36,538      | 2,890   |          |            |                  |

TABLE No. 14.

## RAILROAD STATISTICS.—Concluded.

## ROAD MILEAGE.

TABLE No. 15.

| NAME OF CORPORATION.                                       | TOTAL.               |                              |                            | Total<br>Operated<br>All<br>Tracks. | IN RHODE ISLAND.          |                              |
|--|----------------------|------------------------------|----------------------------|-------------------------------------|---------------------------|------------------------------|
|  | Owned.               |                              |                            |                                     | MILES OF ROAD.            |                              |
|  | Miles<br>of<br>Road. | Miles of<br>Second<br>Track. | Miles<br>of All<br>Tracks. |                                     | Owned<br>Single<br>Track. | Operated<br>Single<br>Track. |
|  |                      |                              |                            |                                     |                           |                              |
| Boston & Providence Railroad Corporation.....              | 63.34                | 55.19                        | 256.68                     | .....                               | *7.65                     | .....                        |
| Moshassuck Valley Railroad Company.....                    | 2.00                 | .....                        | 4.90                       | 4.90                                | 2.00                      | 2.00                         |
| The Narragansett Pier Railroad Company.....                | 8.03                 | .....                        | 8.50                       | .....                               | 8.03                      | 8.03                         |
| The New York, New Haven and Hartford Railroad Company..... | 1,190.79             | 443.62                       | 2,720.21                   | 4,672.16                            | 133.07                    | 195.39                       |
| Old Colony Railroad Company.....                           | 534.08               | **209.85                     | 1,033.85                   | .....                               | 18.34                     | .....                        |
| Providence, Warren and Bristol Railroad Company.....       | 14.44                | 7.77                         | 31.67                      | .....                               | 14.44                     | .....                        |
| Providence & Worcester Railroad Company.....               | 50.60                | 49.54                        | 185.10                     | .....                               | *24.34                    | .....                        |
| Wood River Branch Railroad Company.....                    | 5.7                  | .....                        | 5.7                        | 6.35                                | 5.7                       | 5.7                          |
| Total.....   | 1,868.98             | 765.97                       | 4,246.61                   | 4,683.41                            | 213.57                    | 211.12                       |

\*4.90 miles from Providence to Boston Switch, owned in common with Boston &amp; Providence Railroad Corporation.

\*\*4.36 miles of second track between Concord Junction and Acton, Massachusetts, operated by Boston and Maine Railroad.

## STREET RAILWAY STATISTICS.

## CAPITAL STOCK.

TABLE No. 16.

| NAME OF CORPORATION.                          | Total Par Value Authorized. | Total Par Value Outstanding. | Outstanding Last Report. | Dividends. |
|---|-----------------------------|------------------------------|--------------------------|------------|
| Newport County Electric Company.....          | \$10,000 00                 | \$10,000 00                  | .....                    | .....      |
| Newport Electric Corporation.....             | 1,200,000 00                | 1,191,000 00                 | .....                    | .....      |
| Newport & Providence Railway Company.....     | 450,000 00                  | 450,000 00                   | \$450,000 00             | .....      |
| Pawtucket Street Railway Company.....         | 500,000 00                  | 500,000 00                   | 500,000 00               | .....      |
| Providence Cable Tramway Company.....         | 300,000 00                  | 300,000 00                   | 300,000 00               | .....      |
| Providence and Danielson Railway Company..... | 1,000,000 00                | 1,000,000 00                 | 1,000,000 00             | .....      |
| The Rhode Island Company, Receivers.....      | 9,685,500 00                | 9,685,500 00                 | 9,685,500 00             | .....      |
| Rhode Island Suburban Railway Company.....    | 5,000,000 00                | 5,000,000 00                 | 5,000,000 00             | .....      |
| Sea View Railroad Company.....                | 700,000 00                  | 700,000 00                   | 700,000 00               | .....      |
| The Shore Line Electric Railway Company.....  | 1,000,000 00                | 1,000,000 00                 | 1,000,000 00             | .....      |
| Union Railroad Company.....                   | 9,000,000 00                | 9,000,000 00                 | 9,000,000 00             | .....      |
| Total.....                                    | \$28,845,500 00             | \$28,836,500 00              | \$27,655,500 00          | .....      |



## STREET RAILWAY STATISTICS.—Continued.

| ASSETS.                                       |                     | TABLE No. 17.  |                 |                  |                    |                 |
|---|---------------------|----------------|-----------------|------------------|--------------------|-----------------|
| NAME OF CORPORATION.                          | INVESTMENTS.        |                | Current Assets. | Deferred Assets. | Unadjusted Debits. | Total.          |
|   | Road and Equipment. | All Other.     |                 |                  |                    |                 |
| Newport County Electric Company.....          | .....               | \$10,308 94    | \$193,531 62    | .....            | \$7,033 60         | \$210,874 16    |
| Newport Electric Corporation.....             | \$2,344,821 95      | .....          | 72 460 00       | .....            | .....              | 2,417,281 95    |
| Newport & Providence Railway Company.....     | 803,175 03          | .....          | 67,981 69       | .....            | 766 99             | 871,923 71      |
| Pawtucket Street Railway Company.....         | 586,201 51          | .....          | 3,197 59        | .....            | .....              | 589,399 10      |
| Providence Cable Tramway Company.....         | 447,989 51          | .....          | .....           | .....            | .....              | 447,989 51      |
| Providence and Danielson Railway Company..... | 287,493 72          | .....          | 37,526 86       | .....            | 560 00             | 885,020 58      |
| The Rhode Island Company, Receivers.....      | 14,474,577 58       | 2,200,893 50   | 2,573,024 00    | .....            | 43,186 42          | 19,291,681 50   |
| Rhode Island Suburban Railway Company.....    | 10,401,766 15       | 175 029 28     | 21,288 46       | .....            | .....              | 10,598,083 39   |
| Sea View Railroad Company*.....               | .....               | .....          | .....           | .....            | .....              | .....           |
| The Shore Line Electric Railway Company.....  | 7,279,405 37        | 346,765 83     | 447,042 95      | .....            | 33,481 89          | 8,108,696 04    |
| Union Railroad Company.....                   | 9,254,639 60        | 398,394 00     | 30,621 73       | .....            | .....              | 9,683,655 33    |
| Total.....                                    | \$45,880,070 42     | \$3,131,391 55 | \$3,446,674 90  | .....            | \$85,028 90        | \$53,104,605 77 |

\*All Assets sold under foreclosure April 15, 1921.

## STREET RAILWAY STATISTICS.—Continued.

TABLE No. 18.

## LIABILITIES.

| NAME OF CORPORATION.                           | Total Stock.    | Long Term Debt. | Current Liabilities. | Deferred Liabilities. | Unadjusted Credits. | Corporate Surplus. | Total.          |
|--|-----------------|-----------------|----------------------|-----------------------|---------------------|--------------------|-----------------|
| Newport County Electric Company .....          | \$10,000 00     | .....           | \$197,164 36         | .....                 | \$10,960 76         | *\$7,250 96        | \$210,874 16    |
| Newport Electric Corporation..                 | 1,200,095 75    | \$759,500 00    | 241,000 00           | \$134,491 39          | .....               | 82,194 81          | 2,417,281 95    |
| Newport & Providence Railway Company .....     | 450,000 00      | 300,000 00      | 4,372 17             | .....                 | 66,779 36           | 50,772 18          | 871,923 71      |
| Pawtucket Street Railway Company .....         | 500,000 00      | .....           | .....                | .....                 | .....               | 39,399 10          | 589,399 10      |
| Providence Cable Tramway Company .....         | 300,000 00      | .....           | .....                | .....                 | .....               | 147,989 51         | 447,989 51      |
| Providence and Danielson Railway Company ..... | 1,000,000 00    | .....           | .....                | .....                 | .....               | *114,979 42        | 885,020 58      |
| The Rhode Island Company, Receivers .....      | 9,685,500 00    | 1,662,000 00    | 7,090,170 05         | .....                 | 1,886,326 85        | *2,092,460 72      | 19,291,681 50   |
| Rhode Island Suburban Railway Company .....    | 5,000,000 00    | 4,955,200 00    | 43,794 00            | .....                 | .....               | 599,089 89         | 10,598,083 89   |
| Sea View Railroad Company...                   | 700,000 00      | 600,000 00      | 61,707 43            | .....                 | .....               | *61,707 43         | *61,707 43      |
| The Shore Line Electric Railway Company .....  | 1,000,000 00    | 6,700,000 00    | 1,563,660 52         | 11,599 00             | 8,946 07            | *1,247,509 55      | 8,108,696 04    |
| Union Railroad Company.....                    | 9,000,000 00    | 25,000 00       | .....                | .....                 | .....               | 658,655 33         | 9,683,655 33    |
| Total .....                                    | \$28,845,595 75 | \$15,001,700 00 | \$9,201,868 53       | \$146,090 39          | \$1,973,013 04      | *\$1,896,807 26    | \$53,042,898 10 |

\*Deficit.

## STREET RAILWAY STATISTICS.—Continued.

## INCOME STATEMENT.

TABLE No. 19.

| NAME OF CORPORATION.                          | OPERATING INCOME.                 |                                   |                                      |  | Net Revenue<br>Auxiliary<br>Operation. | Net<br>Operating<br>Revenue. |
|---|-----------------------------------|-----------------------------------|--------------------------------------|--|--|------------------------------|
|   | Railway<br>Operating<br>Revenues. | Railway<br>Operating<br>Expenses. | Net Revenue<br>Railway<br>Operation. |  |  |                              |
| Newport County Electric Company.....          | \$206,527 49                      | \$271,904 52                      | *\$45,377 03                         |  | \$124,803 92                           | \$79,426 89                  |
| Newport Electric Corporation.....             |                                   |                                   |                                      |  |  |                              |
| Newport & Providence Railway Company.....     | 123,630 42                        | 117,427 76                        | 6,202 66                             |  |  | 6,202 66                     |
| Pawtucket Street Railway Company.....         |                                   |                                   |                                      |  |  |                              |
| Providence Cable Tramway Company.....         |                                   |                                   |                                      |  |  |                              |
| Providence and Danielson Railway Company..... |                                   |                                   |                                      |  |  |                              |
| The Rhode Island Company, Receivers.....      | 8,304,146 57                      | 6,916,416 33                      | 1,387,730 24                         |  |  | 1,387,730 24                 |
| Rhode Island Suburban Railway Company.....    |                                   |                                   |                                      |  |  |                              |
| Sea View Railroad Company.....                | 7,125 49                          | 8,839 70                          | *1,714 21                            |  |  |                              |
| The Shore Line Electric Railway Company.....  | 322,445 84                        | 328,602 90                        | *6,156 96                            |  |  | *6,156 96                    |
| Union Railroad Company.....                   |                                   |                                   |                                      |  |  |                              |
| Total.....                                    | \$8,983,875 81                    | \$7,643,191 11                    | \$1,340,684 70                       |  | \$124,803 92                           | \$1,467,202 83               |

\*Deficit.

## STREET RAILWAY STATISTICS.—Continued.

## INCOME STATEMENT.—Concluded.

TABLE No. 20.

| NAME OF CORPORATION.                          | Operating<br>Income. | Non-Operating<br>Income. | Gross Income. | Deductions<br>from Gross<br>Income. | Income.<br>Balance. |
|---|----------------------|--------------------------|---------------|-------------------------------------|---------------------|
| Newport County Electric Company.....          | \$47,809 30          | \$1,509 74               | \$49,319 04   | \$124,389 96                        | *\$75,070 92        |
| Newport Electric Corporation.....             | .....                | 124,390 00               | 124,390 00    | 52,930 00                           | 71,460 00           |
| Newport & Providence Railway Company.....     | 6,202 66             | 2,618 95                 | 8,821 61      | 19,168 44                           | *10,346 83          |
| Pawtucket Street Railway Company.....         | .....                | 5 05                     | 5 05          | 50 00                               | *44 95              |
| Providence Cable Tramway Company.....         | .....                | .....                    | .....         | .....                               | .....               |
| Providence and Danielson Railway Company..... | .....                | 24 00                    | 24 00         | .....                               | 24 00               |
| The Rhode Island Company, Receivers.....      | 601,454 11           | 36,011 76                | 637,465 87    | 1,415,579 60                        | *778,113 73         |
| Rhode Island Suburban Railway Company.....    | .....                | 13,201 25                | 13,201 25     | 8,004 88                            | 5,196 37            |
| Sea View Railroad Company.....                | *1,714 21            | .....                    | *1,714 21     | .....                               | *1,714 21           |
| The Shore Line Electric Railway Company.....  | *20,760 58           | 272 08                   | *20,488 50    | 4,107 81                            | *24,596 31          |
| Union Railroad Company.....                   | .....                | 3 04                     | 3 04          | 100 00                              | *96 96              |
| Total.....                                    | \$632,991 28         | \$178,035 87             | \$811,027 15  | \$1,624,330 69                      | *\$813,303 54       |

\*Deficit.

STREET RAILWAY STATISTICS.—Continued.

| TABLE No. 21.                            |                          |                        |  |                                 |                       |   |
|--|--------------------------|------------------------|--|---------------------------------|-----------------------|---|
| NAME OF CORPORATION.                     | Total<br>Car<br>Mileage. | Total<br>Car<br>Hours. | Total<br>Revenue<br>Passengers<br>Carried. | Total<br>Passengers<br>Carried. | Passenger<br>Revenue. | Average<br>Fare<br>Revenue<br>Passengers. |
| Newport County Electric Company.....     | 467,382                  | 53,792                 | .....                                      | .....                           | .....                 | Average<br>Fare<br>All<br>Passengers.     |
| Newport Electric Corporation.....        | .....                    | .....                  | .....                                      | .....                           | .....                 | .....                                     |
| Newport & Providence Railway Company...  | 210,498                  | 24,606                 | 1,363,251                                  | 1,373,076                       | \$90,095 95           | \$ .06561                                 |
| The Rhode Island Company, Receivers....  | 14,401,429               | 1,634,012              | 140,300,301                                | 140,300,301                     | 7,898,677 61          | .05630                                    |
| The Shore Line Electric Railway Company. | 310,141                  | 60,200                 | 2,552,794                                  | 2,552,794                       | 309,697 06            | .....                                     |
| Total.....                               | 15,389,450               | 1,772,610              | 144,226,171                                | 144,226,171                     | \$8,298,460 62        | \$ .12191                                 |

STREET RAILWAY STATISTICS.—Continued.

| NAME OF CORPORATION.                         | Total Revenue from Transportation. | REVENUE FROM TRANSPORTATION. |               | Total Revenue from Other Railway Operations. | OPERATING REVENUE. |               |
|--|------------------------------------|------------------------------|---------------|--|--------------------|---------------|
|  |                                    | Per Car Mile.                | Per Car Hour. |  | Per Car Mile.      | Per Car Hour. |
| Newport County Electric Company.....         | \$215,603 07                       | \$ .46129                    | \$4.00808     | \$10,924 42                                  | \$ .48469          | \$4.2117      |
| Newport Electric Corporation .....           | 90,115 94                          | .42810                       | 3.66235       | 663 96                                       | .43126             | 3.68934       |
| Newport & Providence Railway Company.....    | 8,184,119 59                       | .56829                       | 5.00860       | 120,026 98                                   | .57662             | 5.08206       |
| The Rhode Island Company, Receivers.....     | 318,472 51                         | 1.0268                       | 5.2902        | 3,973 33                                     | 1.0397             | 5.3562        |
| The Shore Line Electric Railway Company..... |                                    |                              |               |  |                    |               |
| Total.....                                   | \$8,808,311 11                     | \$2.48448                    | \$17.96923    | \$135,588 69                                 | \$2.53227          | \$18.33930    |

TABLE No. 22.

STREET RAILWAY STATISTICS.—Continued. TABLE No. 23.

| NAME OF CORPORATION                          | OPERATING EXPENSES. |                  | CARS.      |                            | LOCOMOTIVES.  |           |        |
|--|---------------------|------------------|------------|----------------------------|---------------|-----------|--------|
|  | Per Car<br>Mile.    | Per Car<br>Hour. | Passenger. | Freight<br>and<br>Express. | All<br>Other. | Electric. | Steam. |
|  |                     |                  |            |                            |               |           |        |
| Newport County Electric Company.....         | \$ .58176           | \$5 .05473       | 58         | .....                      | 10            | .....     | .....  |
| Newport Electric Corporation.....            | .....               | .....            | .....      | .....                      | .....         | .....     | .....  |
| Newport & Providence Railway Company.....    | .40409              | 3.45689          | 16         | .....                      | 3             | .....     | .....  |
| The Rhode Island Company, Receivers.....     | .48025              | 4.23278          | 989        | 72                         | 162           | 3         | .....  |
| The Shore Line Electric Railway Company..... | 1.0595              | 5.4585           | 44         | 3                          | 18            | .....     | .....  |
| Total.....                                   | \$2.52560           | \$18.20290       | 1,107      | 75                         | 193           | 3         | .....  |

## STREET RAILWAY STATISTICS.—Concluded.

## MILEAGE—OPERATING COMPANIES.

TABLE No. 24.

| NAME OF CORPORATION.                          | MILES OF ROAD. |           | TOTAL ALL TRACKS. |           | SINGLE TRACK IN RHODE ISLAND. |                          |         |
|---|----------------|-----------|-------------------|-----------|-------------------------------|--------------------------|---------|
|   | Owned.         | Operated. | Owned.            | Operated. | Owned.                        | Operated<br>(Not Owned.) | Total.  |
|   |                |           |                   |           |                               |                          |         |
| Newport County Electric Company.....          | .....          | 19.97     | .....             | 23.71     | .....                         | 19.97                    | 19.97   |
| Newport Electric Corporation.....             | .....          | .....     | .....             | .....     | .....                         | .....                    | .....   |
| Newport & Providence Railway Company.....     | 15.302         | 15.302    | 15.733            | 15.733    | 15.733                        | .....                    | 15.733  |
| The Rhode Island Company, Receivers.....      | 37.88          | 208.22    | 42.26             | 289.74    | 37.88                         | 208.22                   | 246.10  |
| The Shore Line Electric Railway Company ..... | 125.52         | 66.12     | 132.58            | 70.15     | 16.70                         | .....                    | 16.70   |
| Total.....                                    | 178.702        | 309.612   | 190.573           | 399.333   | 70.313                        | 228.19                   | 298.503 |



## REPORT OF PUBLIC UTILITIES COMMISSION.

TABLE No. 25.  
CLASSIFICATION OF KILLED AND INJURED.

|                              | RAILROAD.      |                 | RAILWAY.       |                 | OTHER UTILITIES. |                 | TOTAL.        |
|------------------------------|----------------|-----------------|----------------|-----------------|------------------|-----------------|---------------|
| Total accidents .....        | 741-297 Inc.   |                 | 612-87 Inc.    |                 | 207- 7 Dec.      |                 | 1560-377 Inc. |
|                              | <i>Killed.</i> | <i>Injured.</i> | <i>Killed.</i> | <i>Injured.</i> | <i>Killed.</i>   | <i>Injured.</i> |               |
| Passengers. . . . .          | 1-             | 90- 34 Inc      | 1-1 Inc.       | 496-153 Inc.    | .....            | 2- 1 Inc.       | 586-187 Inc.  |
| Persons under agreement..... | .....          | 1- Dec.         | .....          | .....           | .....            | .....           | 1- 1 Dec.     |
| Employees. . . . .           | 3-1 Dec.       | 618-248 Inc.    | 1 Dec.         | 97- 4 Dec.      | 3-2 Dec.         | 6- 1 Inc.       | 905-232 Inc.  |
| Employees off duty.....      | .....          | 2- 2 Dec.       | .....          | 3- 1 Inc.       | .....            | .....           | 5- 3 Dec.     |
| Highway travellers .....     | .....          | 9- 3 Inc.       | 14-4 Inc       | 209- 22 Inc     | .....            | 14- 7 Inc.      | 228- 28 Inc.  |
| Other non-trespassers .....  | .....          | 10- 5 Dec.      | .....          | 1- 2 Dec.       | -1 Dec.          | .....           | 16- 7 Dec.    |
| Trespassers. . . . .         | 12-7 Inc.      | 8- 3 Inc.       | .....          | 2- 1 Dec.       | .....            | 12- 7 Inc.      | 10- 2 Inc.    |
| Totals. . . . .              | 16-6 Inc.      | 738-280 Inc.    | 15-7 Inc.      | 808-169 Inc.    | .....            | 34- 15 Inc.     | 1751-438 Inc. |

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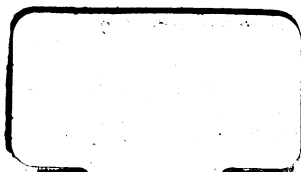




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